









## Intimation.

**WM. POWELL,**  
LIMITED.

—ALEXANDRA BUILDINGS—

FURNISHING  
DEPARTMENT,  
(FIRST FLOOR BY LIFT.)

JUST ARRIVED.

A  
FRESH LOT  
OF  
DAINTY  
LAMP,  
CANDLE,  
AND  
ELECTRIC-  
LIGHT  
SHADES.

ICE-CREAM  
FREEZERS.

CARPET  
SWEEPERS.

PATENT  
FILTERS.  
&c., &c., &c.

UPHOLSTERING  
DONE BY  
FIRST-CLASS  
WORKMEN  
on the shortest notice.

HOUSES  
COMPLETELY  
FURNISHED.

Estimates for all kinds  
of  
FURNISHING  
free of charge.

Wm. POWELL, Ltd.  
HONGKONG.

Hongkong, 2nd June, 1905.

## Auctions.

BY ORDER OF THE MORTGAGEES.  
PUBLIC AUCTION.  
MESSRS. HUGHES AND HOUGH have been instructed to sell by  
PUBLIC AUCTION,  
ON  
MONDAY,  
the 5th June, 1905, at 2.30 o'clock in the afternoon, at their Auction Room, No. 8, Des Vaux Road (corner of Ice House Street).  
THE  
VALUABLE LEASEHOLD PROPERTY,  
which is intended to be registered in the Land Office as  
SUBSECTION 1 OF SECTION 10 OF MARINE LOT NUMBER SEVENTY-ONE, IN ONE LOT.  
This Property comprises Nos. 84, 86, 88, & 90, Ko Shing Street, Victoria, Hongkong.  
Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, 1, Des Vaux Road Central, and also from the Auctioneers, Hongkong, 22nd May, 1905. [513]

PUBLIC AUCTION.  
THE Undersigned have received instructions from the Official Receiver, to sell by  
PUBLIC AUCTION,  
ON  
TUESDAY NEXT,  
the 6th June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,  
AN ASSORTMENT OF  
GOLD AND SILVER JEWELLERY,  
ALSO  
A Quantity of SILKS.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Government Auctioneers,  
Hongkong, 2nd June, 1905. [515]

PUBLIC AUCTION.  
BY ORDER OF THE MORTGAGEES,  
of  
VALUABLE LEASEHOLD PROPERTY,  
situate at Queen's Road East, in the Colony of Hongkong,  
IN TWO LOTS,  
on  
TUESDAY,  
the 6th June, 1905, at 3 P.M., at the premises, by  
Mr. GEO. P. LAMBERT, Auctioneer.  
Lot 1:—All that PIECE or PARCEL OF GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 270, together with the Messuage and Buildings thereon, known as No. 105, Queen's Road East.  
Lot 2:—All that PIECE or PARCEL OF GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 169, together with the Messuages and Buildings thereon, known as Nos. 107 and 109, Queen's Road East.  
The above premises are held from the Crown for the respective terms of 999 years and are sold subject to a Lease registered in the Land Office by Memorial No. 35538.  
Particulars and conditions of sale, may be obtained from—  
EWENS & HARTSON,  
Solicitors for the Mortgagees,  
or  
GEO. P. LAMBERT,  
Auctioneer.  
Dated the 27th day of May, 1905. [603]

PUBLIC AUCTION.  
MESSRS. HUGHES AND HOUGH have received instructions to sell by  
PUBLIC AUCTION,  
ON  
TUESDAY,  
the 13th day of June, 1905, at 3 P.M., at their Sales Rooms  
The following  
VALUABLE LEASEHOLD PROPERTY,  
situate at Victoria, in the Colony of Hongkong, viz:—  
All that PIECE or PARCEL OF GROUND situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 609A, Area 37,935 square feet or thereabouts. Term 999 years. Annual Crown Rent \$74.40 together with the messuage thereon, known as "Greenmount," Bonham Road, Victoria, aforesaid.  
For further particulars and conditions of sale, apply to—  
Messrs. JOHNSON, STOKES & MASTER,  
Vendor's Solicitors,  
or  
Messrs. HUGHES AND HOUGH,  
Auctioneers.  
Hongkong, 30th day of May, 1905. [560]

PUBLIC AUCTION.  
THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
ON  
WEDNESDAY,  
the 14th June, 1905, at 3 P.M., on Board, H.M. Screw Store Ship "HUMBER,"  
Extreme length ..... 245' 6"  
breadth ..... 27' 6"  
Displacement ..... 1,640 tons.  
Horse Power ..... 800.  
ENGINES—Earle's Compound Surface Condensing.  
BOILERS—Two double ended cylindrical return tubular, laid on safety valves 70 lbs.  
CONDENSERS—1 Kirkaldy and 1 Normandy single, distilling 1,800 and 2,400 gallons of water per 24 hours respectively.  
To be sold as the now lies in Hongkong Harbour with all fittings, stores, &c., on board, including about 110 tons of Coal, Anchors and Cable.  
A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers also on board.  
The Vessel will be open to inspection for seven days before date of sale, between 10 a.m. and noon, and 2 and 4 p.m. (Saturday and Sunday excepted).  
Inspecting orders can be obtained from the Auctioneers.  
TERMS:—Cash before delivery, 15 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.  
Further special conditions may be obtained on application to the Auctioneers.  
HUGHES & HOUGH,  
Government Auctioneers,  
Hongkong, 31st May, 1905. [513]

## THE MILWAUKEE BANK SENSATION.

## FULLER PARTICULARS.

## CONFESSION OF THE PRESIDENT.

Milwaukee, 24th April.

Frank G. Bigelow, until to-day President of the First National Bank of Milwaukee, was arrested to-day, charged with the embezzlement of over \$100,000 of the bank's fund. The arrest of Bigelow followed his confession to the board of directors of the bank that he was a defaulter to the extent of \$145,000. Following Bigelow's confession he was removed from the presidency of the bank and the facts in the case were laid before the Federal authorities.

The complaint was sworn to by United States District Attorney H. C. Rutenfeld. It charges that Bigelow, as President of the First National Bank, embezzled a sum exceeding \$100,000. A complaint and warrant identical with those in Bigelow's case were made out for Henry G. Goll, assistant cashier of the bank, but Goll could not be found up to 7 o'clock to-night.

President Bigelow's confession was made at a special meeting of the board of directors held on Saturday evening and continued yesterday and all of last night. In addressing his fellow-directors, President Bigelow said he had a painful statement to make—a confession that he had misdirected the funds of the bank, and that an examination of the books and a comparison of figures would show that he was indebted to the bank to the amount of over \$145,000. This money, he said, had been lost in speculation in wheat and stocks. Not a dollar of it could be recovered and the only sum he could offer towards compensating the bank were personal securities valued at approximately \$300,000.

The confession of President Bigelow astounded the directors of the bank. Bigelow had been recognised as one of the city's foremost financiers for many years. He has been associated with the First National Bank in various capacities for more than fifteen years, and his business connections—trust companies, manufacturing concerns, real estate deals and other similar ventures—number scores. He was honoured a year ago by election to the presidency of the American Bankers' Association, and by its members was looked upon as a leader in financial circles.

In making his statement to the directors of the bank, Bigelow said he had been involved in speculation several months ago. This was in Wall Street. Later he had been a persistent "bull" in the wheat market, and recent losses there had added to the heavy reverses on Wall Street. From small manipulations of the bank's funds he had extended the defalcations until his shortage had reached the present stage. He saw no opportunity nor possibility of making up the amount, and therefore confessed.

It is stated that the meeting of the directors, which was almost continuous for thirty-six hours, was stormy at times. Several plans were suggested for protecting the interests of the bank. One was to accept the resignation of the President, permit him to go to Europe and the directors make good the amount of his shortage. This would effectually protect the bank. The proposal met determined opposition from directors who demanded that the defaulter be punished. The plan to make up the shortage was then approved. Bigelow was removed from the presidency of the bank and the case was referred to the Federal authorities.

When the United States Marshal called at the Bigelow residence to serve the warrant, the former bank president was in the library with his wife. Mr. Bigelow refused to withdraw and the warrant was read in his presence. "I will be ready to go with you at once," said the banker. Then he kissed his wife an affectionate farewell and left with the officer, the two walking to the Federal building, where a Court Commissioner was in waiting. None of Bigelow's friends was in Court during the brief proceedings.

When the resolution was adopted removing Mr. Bigelow from the presidency of the bank, Henry Goll, assistant cashier, was also removed. The removal of the assistant cashier was due to the statement of President Bigelow that he was aided by Goll in concealing the shortage in the bank's accounts. The method adopted was an old one. Collection accounts were manipulated to the extent of 40 and in some instances 50 per cent. to make it appear that the reserve fund was intact and the amount of the increased collection fund was diverted to special stock operations. The reserve maintained in Eastern banks was tampered with, the books of the First National being fixed so that the reserve appeared to be 1,000,000. Several hundred thousand dollars then it really was. Taxes and other methods were pursued by Bigelow in obtaining money from the bank. In falsifying the records and manipulation of the reserves, Bigelow declares he was aided by Goll and two book-keepers in the bank. These book-keepers acted on the orders of Bigelow, and they have not been discharged or suspended, and will be called as witnesses in the criminal proceedings against the former bank president.

As soon as the directors ascertained the full extent of the pecuniary steps were taken to protect the depositors and other creditors, Mr. Charles F. Peter subscribed \$5,000 to a fund to make good the surplus of Mr. John T. Bigelow, President of the Milwaukee Electric Railway Company, gave \$300,000; Mr. William Bigelow, a brother of the President, added \$100,000 to the amount. Other directors subscribed lesser sums until the amount raised reached \$1,535,000.

## A CASE OF BIGAMY.

A Malay woman and five Malay men were arraigned before the Magistrate at Kuala Pilah on 27th April last, the former for committing bigamy and the latter for abetment of same. The Malay woman and her newly married husband were sentenced to three months' rigorous imprisonment, her father to six months' rigorous imprisonment and the three others were fined \$10 each. The evidence adduced was as follows:—About two years ago the Malay woman finding that she did not like her first husband applied to the Magistrate at Kuala Pilah to be divorced. The Magistrate ordered her to pay \$24 as "Tebus Talak" to her husband. As she did not bring the money, the divorce did not take place at the time. The money was alleged to have been paid to the Magistrate afterwards, but the first husband refused to receive it. About a month ago one Manim asked her to marry him after getting the consent of her parents. They were married. The first husband, hearing of the second marriage, went to the Magistrate and got a summons against the woman, her second husband, her father and three others who were concerned in the marriage. The first husband maintained that as he did not receive the "Tebus Talak" the divorce did not take place and his first marriage was still good.—*Strait Times.*

## Intimations.

## WANTED.

A YOUNG GENTLEMAN, Graduate in Arts of an University, and having many years' practical experience in teaching, is prepared to coach advanced pupils in ENGLISH, MATHEMATICS, SCIENCE, and other subjects. Excellent testimonials and references. For terms, &c., please apply—  
"X. Y. Z."  
C/o This Paper.  
Hongkong, 27th May, 1905. [604]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "DWARF" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—  
\* HOWARD & Co.  
Hongkong, 24th November, 1904. [61]

THE HONGKONG  
STUDIO,  
HIGHER-CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
Hongkong, 14th September, 1904. [59]

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
ICE HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, in addition, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a specialty.  
Hongkong, 14th September, 1904. [56]

FURNITURE WAREHOUSE.

LI KWONG LOONG,  
李貴隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

at  
No. 45, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

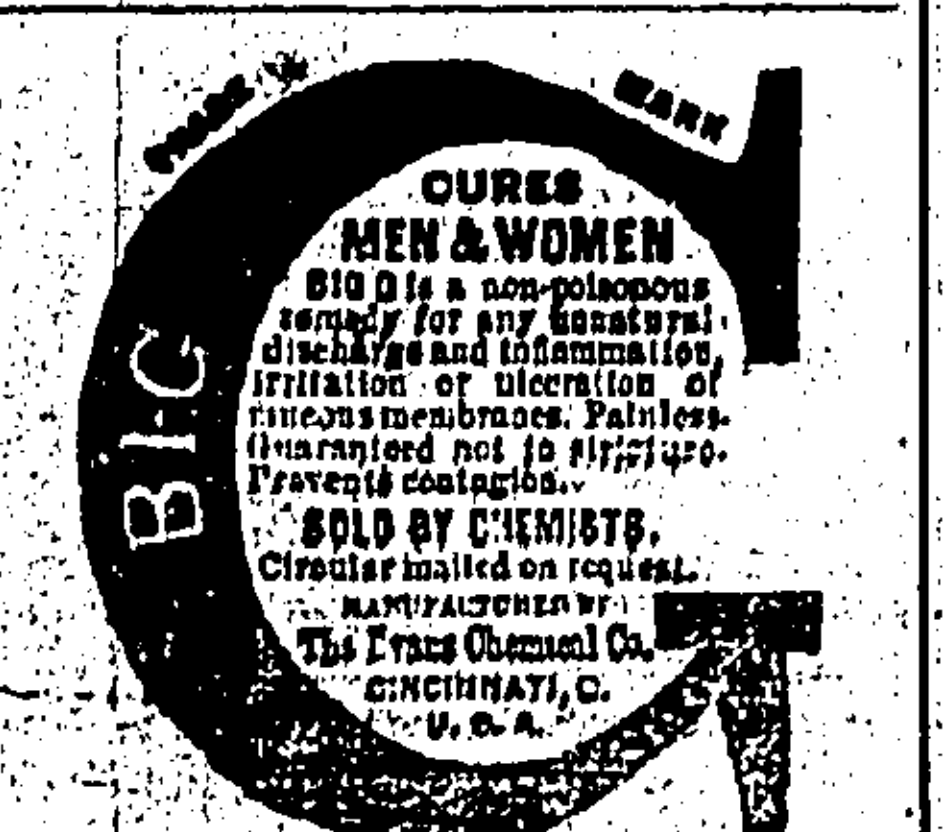
Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co. Ltd.  
ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.  
Hongkong, 6th December, 1904. [60]



Consignees.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARAGONIA,"  
FROM PORTLAND (OR.), YOKOHAMA,  
KOBE AND MOJI.

The above steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,  
General Agent.  
Hongkong, 29th May, 1905. [19]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"NUBIA."  
FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Mongolia.  
From Calcutta, ex S.S. Palawan.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative, at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 1st June, 1905. [2]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 3rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 1st June, 1905. [619]

S.S. "CALEDONIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. *Adour*, and from Havre, ex S.S. *Andes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 6th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th June, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 6th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 30th May, 1905. [7]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"DAGHESTAN,"

Captain E. H. Todd, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 5th June at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 29th May, 1905. [606]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M., TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th of June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th June, at 9.30 A.M.

All Claims must reach us before the 10th of June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOMER & Co., Agents.  
Hongkong, 29th May, 1905. [3]

## Intimations.

## FOUNDED IN HONOUR.

No doubt you have seen in the papers such announcements as this—concerning some medicine or other—"If, on trial, you write that this medicine has done you no good we will refund your money." Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honesty and skillfully made *brand*, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hux-Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

Gold Medals PARIS 1889 & 1900  
Regd Brand  
HARRIS, CALNEWILTS England.  
REPRESENTATIVES FOR HONGKONG & CHINA  
HOWARD & Co.,  
50, Queen's Road Central,  
Hongkong.  
Hongkong, 19th May, 1905. [579]

THE WINE GROWERS  
SUPPLY CO.

BARRETTO & Co.,  
General Agents, Hongkong.

CLARETS.

|                  |       |                          |
|------------------|-------|--------------------------|
| St. George       | ..... | \$4.00 Per Dozen Quarts. |
| Cru-Wynbron      | ..... | 4.50 " "                 |
| Ootes            | ..... | 5.00 " "                 |
| Montferand       | ..... | 5.50 " "                 |
| Medoc            | ..... | 6.00 " "                 |
| St. Emilion      | ..... | 6.00 " "                 |
| St. Estephe      | ..... | 6.50 " "                 |
| St. Julien       | ..... | 7.50 " "                 |
| St. Estephe Su-  | ..... |                          |
| perior           | ..... | 9.00 " "                 |
| Chateau Margaux  | ..... | 9.00 " "                 |
| Chateau Leoville | ..... | 9.00 " "                 |
| Chateau Lafite   | ..... | 10.00 " "                |
| Chateau Lafite   | ..... | 10.50 " "                |

BARRETTO & Co.,  
Agents,  
Nos. 21 & 23, Bank Buildings,  
Queen's Road Central,  
Hongkong, 29th May, 1905. [11]



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D.  
1841.

WINE AND SPIRIT  
MERCHANTS.

ALEXANDRA BUILDINGS.

## SHERRY.

The following Brands are recommended  
as high-class Wines of superior quality.

- B. SUPERIOR PALE DRY, Dinner  
Wine, Green Seal Capsule ..... \$12.00
- C. MANZANILLA, PALE NATU-  
RAL SHERRY, White Capsule ..... 13.50
- CC. SUPERIOR OLD PALE  
DRY, NATURAL SHERRY,  
Red Seal Capsule ..... 16.00
- D. VERY SUPERIOR OLD PALE  
DRY, Choice Old Wine, White  
Seal Capsule ..... 18.00
- E. EXTRA SUPERIOR OLD  
PALE DRY, Very Finest Qual-  
ity (old bottled), Black Seal  
Capsule ..... 27.00

"D." AND "E." ARE FAVOURITE  
WINES ALL OVER THE FAR EAST,  
AND ARE SPECIALLY RECOM-  
MENDED.

A. S. WATSON & Co.,  
LIMITED,

ALEXANDRA BUILDINGS

Hongkong, 20th May, 1905.

## BAHADUR CIGARS.

THE  
PREMIER CIGAR

OF

INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 7th March, 1905.

On the 2nd June, at "Ardsheal," Pea, the  
wife of F. J. BADELEV, of a daughter. (62)

### The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 3, 1905.

#### PLAGUE IN HONGKONG.

An exhaustive, learned, and unusually interesting report has just been published in the *Gazette* by the Acting Medical Officer of Health, Dr. Wilfred Wm. Pearce, on the subject of the epidemic of plague in Hongkong during 1904. Medical reports, as a rule, are only read by the outside public—that is to say, those not in the profession—from a morbid desire to revel in the sufferings of others. The report on the plague, however, is entirely destitute of those features which might be expected to appeal to the unhealthy mind, and, indeed, it deals with a question which is of the greatest importance to every resident in the Colony. Year after year as the cold weather ceases and the warm weather approaches, plague cases occur, and already upwards of a hundred have been reported since January this year. It is a noteworthy fact, however, that the native inhabitants are less inclined now to get excited when plague is reported than they were a few years ago. Dr. Pearce remarks that in 1903 "when the epidemic was at its height there was almost a panic amongst the Chinese, and in consequence the exodus from the Colony on the least feeling of illness was very great." In 1904, however, that it was remarkable how quietly the presence of the epidemic was viewed by the people. "One seldom heard any native, in 1904, admitting that there was anything more than a trifling amount of plague in the Colony." Altogether there were 472 cases in the year under review, comprising 470 Chinese and 2 Indians; the death rate amounted to 457, or 96.8 per cent. as compared with 88.4 in the previous year. That represented a very high mortality, the highest indeed with one exception—that of 1902 when the death rate from plague was 97.5 of the cases—since 1894. Another curious feature is that, although the epidemic during 1902 and 1904 was milder than usual, the mortality rates were the highest recorded in ten years. After dealing with the ages at which patients were affected by plague, Dr. Clarke, states that "the age period 5 to 15 years shows this year (1904) more pronouncedly than last year the greater incidence amongst females." Dealing with this curious fact, the writer proceeds to examine the reasons which may lead to this result. He holds to the opinion that many of the girls between 5 to 15 occupy inferior or mental positions, that they may be compelled to sleep in any odd corner of the house, and that, therefore, they are more liable to infection by rats and other vermin than females of more mature age. The question of the dumping of bodies in the street—which recently exercised the attention of the Sanitary authorities—is casually touched upon by the Acting Medical Officer of Health. No new facts or suggestions are forthcoming, and apparently it rests upon the vigilance of the police and Sanitary Board officials to prevent the recurrence of what threatened to become a habit among the poor. And, again, the benevolence of the Chinese gentleman who voluntarily came forward and offered to bury such bodies at his own expense may put a stop to the practice. Now we come to one of the most interesting sections of the report—what are the causes that lead to an epidemic of plague in the Colony? Cold or rainy weather, which means overcrowded houses, is one reason suggested by the Doctor; filthy clothing, which are swarming with vermin, is another; rats and, possibly, food are also mentioned. The question of the dangers of overcrowding has previously been discussed and need not be referred to again. "There remains, however the question of the clothing worn during the cold weather. It is the custom of the Chinese labouring classes to pawn their winter clothing when the warm weather comes and to redeem it, on the approach of winter. These garments are often padded with cotton wool and are therefore unwashable. They get very dirty and may well enough afford shelter to fleas. That the flea may be concerned in the transmission of plague is not a new idea. Many workers have brought forward the theory that fleas play an important part in the transmission of plague." In fact the question of cold weather which leads the poorer classes to rush to the pawnshop for their winter clothes, which are probably full of fleas, and then to crowd together in their tenements where the fleas and like vermin have time and opportunity to germinate, may be taken as prime factors in the propagation of plague. After dealing at length with the theory of infection through the skin, Dr. Pearce proceeds to consider how articles of diet may become media of infection. The Chinese, he remarks, have long perceived the value of thoroughly cooking their food; a fact

exemplified in their practice of never drinking water if they can obtain tea. He further states that he has "frequently examined the food actually being eaten by the poorer Chinese in this Colony," and he says that he has "never seen them eat any food that had not the appearance of being thoroughly well cooked," although he has been told that beef is occasionally eaten, as in Western countries, underdone! No experiments have been made on the subject, however, and it is therefore difficult to arrive at any conclusion as to whether infection obtains through the food eaten by the lower classes. Indeed, he maintains that "the infected food theory fails absolutely to explain the well-established fact that the poor classes living under conditions of overcrowding, in cheap and often rat-ridden localities, with their beds, bedding and clothes often swarming with bugs and fleas, should be more prone to plague infection than their more fortunate fellow citizens who can afford to live amidst more sanitary surroundings." Reference is made to the old question of infection from the presence of rats in houses, and Dr. Pearce tells what measures were adopted during 1904 to capture and destroy these pests. The final conclusion seems to be that persons who live under the best sanitary conditions, keep their bodies clean, see that their food is thoroughly cooked, exterminate whatever rats there may be in their vicinity, and declare war upon vermin generally, such persons may walk in the full knowledge that only by some inscrutable decree of providence can they become victims of plague. In fact, they may forget altogether that such a thing as plague exists. Q.E.D. The report is a valuable contribution to the medical references of the Colony, and is rendered additionally amply by the inclusion of a large number of charts and diagrams. The Acting Medical Officer of Health is to be congratulated on his production.

#### LOCAL AND GENERAL.

ARCHDEACON and Mrs. Bannister are expected to arrive in Hongkong about the 12th inst.

SERGEANT G. F. Hutton Potts has been appointed to be a lieutenant in the Hongkong Volunteer Corps.

LIEUT. J. W. L. Oliver and J. D. Danby have resigned their commissions in the Hongkong Volunteer Corps.

A MARKET is to be erected at Mongkoktsui and the streets in the vicinity of the proposed building are to be formed and kerbed.

BYE-LAWS for the licensing, regulation and sanitary maintenance of boarding houses for Chinese emigrants have been made by H. E. the Governor in Council.

THE Bishop of Victoria, Mrs. Hoare and family will leave for England, via Canada, by the *Empress of India* on the 21st inst. The Bishop hopes to return to Hongkong in the early part of next year.

SYDNEY R. Gebles, aged 18, an English seaman of the *Queen Louise*, was drowned while bathing with some comrades on Wednesday last, and the body has been found floating in the Harbour off Bank Wharf.

AUSTRALIA, with a population of 4,000,000, is burdened with 665 members of parliament with salaries aggregating £246,000. She maintains 14 Government and Parliament Houses. Her Governors cost £22,000; and printing (chiefly Hansard reports) £118,000.

THREE Chinamen were found in unlawful possession of some muskets, in a junk in the harbour, and not having any licence nor any plausible explanation to offer, they were fined \$10 each with the alternative of one month's imprisonment, the arms to be confiscated.

DUNCAN Rondette, a cook on the sailing ship *Jordan Hill*, was charged by Captain G. Kenaley, master of that vessel, with unlawfully disobeying his commands on board the ship on the 2nd inst. Evidence was given by the defendant's wife, who is stewardess in the same ship and the case was adjourned till Monday.

IN connection with the success of E. Carlos and R. Kber, of St. Joseph's Institution, Singapore, in carrying off the Queen's Scholarships, it may be mentioned that this is the second time this School has carried off these Scholarships. We understand that Mr. Carlos intends studying law, and Mr. Kber medicine.—*Strait Times*.

A NOTIFICATION has been issued by the Government of Madras dated the 12th inst., stating that the Governor in Council has directed that the regulations under the Venice Sanitary Convention be re-imposed at all the unfenced Ports of the Madras Presidency against arrivals from Hongkong, intimation having been received that there had been 20 cases of plague here since the 31st March last.

THE *Madras Mail* bears that Sir Patrick Manson, the authority on tropical diseases, propounds the idea that the Madras medical authorities have prevented plague from invading the city. His theory is that plague will not thrive below a certain degree of latitude and that Madras is on the right side of the line of demarcation. He points out that plague thrives at Hongkong, but does not find anything to feed on at Shanghai. Sir Patrick's theory, however, does not accord with Madras medical opinion and there are places south of Madras (Mysore, for instance), where plague flourishes.

We regret having to withhold several items of interest from this issue. They will appear in our edition of Monday next.

THE *Fu An* has been replaced in the Kiangnan Arsenal dock-yard by some twenty engineers from S. C. Farrham, Boyd & Co., Ltd. The work of repairing it can begin presently.

THE announcement made by some of our contemporaries to the effect that the Secretary of State has sanctioned the Government of India's scheme for an Imperial Customs Service is premature. The matter is still under discussion and no official statement is likely to be possible for some time.

THE *Straits Times* prints the following wire dated, Simla, 26th May:—In consequence of disturbances in the Khamti of Dir (Indus north-west frontier) the Queen's Guides, the 24th Mountain Battery, and detachments of the 1st Bappers and Miners, 35th Sikhs, 45th Sikhs, 21st Cavalry, and 54th Sikhs, together with hospitals, have been ordered to concentrate at Chakrawa. The force will march for Dir-to-morrow (Saturday). As a result of this tribal fighting in Dir, military precautions have been adopted on the Mahakand frontier.

JOHN WYLLIS, of 24, St. Francis Street, Wanchai, was charged before Mr. G. N. Orme this morning with being a rogue and vagabond. He entered a dwelling-house at No. 14, Macdonnell Road, Kowloon, for the purpose of committing a felony. John had for previous convictions and sentences of six months' each recorded against him. His *modus operandi* was to call at houses and, for a "squeeze," turn on the water-meters in unauthorized hours, personating at the time a water official. His latest move has been to go round and permit the Chinese of the poorer classes to erect illegal cisterns, and take his "squeeze" for such "permits." The case was remanded.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st ult., as certified by the managers of the respective banks, are published in the *Gazette* as follows:—

| Banks.                                              | Average Amount. | Specie in Reserve. |
|-----------------------------------------------------|-----------------|--------------------|
| Chartered Bank of India, Australia and China, ..... | \$3,260,310     | \$2,200,000        |
| Hongkong and Shanghai Banking Corporation, .....    | 15,567,947      | 11,000,000         |
| National Bank of China, Limited, .....              | 13,719          | 100,000            |
| Total, .....                                        | \$18,961,876    | \$13,300,000       |

NOTWITHSTANDING the fact that all the world knows that the Battle Fleet, as a fleet, is annihilated, and that the Japanese officials at this port have announced that the route between Hongkong and Japanese ports is now quite safe, there appears to be still found some seamen obtuse enough to think the risk of going North too great. On this account Captain Jones of the *S.S. St. Kildre*, prosecuted 20 members of his crew for refusing to proceed to Japan, and though the position was explained to them fully both by the Captain and the Harbour Master, they remained recalcitrant with the result that the Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, had no option but to send them to three weeks' imprisonment.

JOHN MURPHY, a seaman on board the *P. & O. S. S. Malta*, was charged before Mr. G. N. Orme this morning with being in unlawful possession of silk, said to be part of the cargo of the ship. For the prosecution it was alleged that the Chief officer found defendant in the 'tween deck with some silk in his hand and a case partly broken beside him. Defendant said he did certainly have the silk, but it was found by him on turning over the case, from which it had evidently fallen, the box having been partially broken in shipping, or lowering into the hold. He was in the hold to superintend the discharge of the cargo, and on finding the silk falling from a case he was going to tell the Chief Officer, when a Chinaman delayed him, and the Chief Officer came up, and he was accused of stealing the silk. An officer from the ship said defendant had been in the vessel since February and had so far borne a very good character. Mr. Orme sent him to one month's hard labour.

#### THE CHARTERED BANK.

The Chartered Bank of India, Australia and China intend purchasing the leasehold property known as Marine Lot No. 103, together with the building thereon, to be used solely for the purpose of managing, conducting and carrying on the business of the Company. The property is immediately adjoining Messrs. Dodwell & Co.'s premises on the Praya.

#### BRITISH TRADE WITH THE COLONIES.

##### A CO-OPERATIVE COMMERCIAL TRAVELLING SCHEME.

The project which has for some time been under consideration for making a tour of the Colonial ports with a ship fitted as an exhibition of British manufactures has now taken definite shape, and a syndicate has been formed, with the Earl of Galloway as chairman, for the purpose of carrying the scheme into effect. The idea of the promoters is to stimulate British trade with the Colonies by means of a sort of co-operative commercial travelling scheme on a scale which is likely to impress the Colonial buyer with the advantage of dealing with manufacturers at home instead of with foreigner. Already a number of leading firms have given their support, and as at present arranged the ship will sail during the summer for a cruise of about nine months, during which a short stay will be made at every port of commercial importance in the Colonies, as well as at two or three foreign ports. Each firm exhibiting will have a representative on board, and special arrangements will be made by an advance agent for inviting the leading merchants of the district to inspect the ship at the various points of call.

#### BEAUTIES OF THE WEST RIVER.

##### AN ARTISTIC HANDBOOK.

A fine series of pictures reproduced by the half-tone process of printing is embodied in a handbook to the West River, which has just been published by the Hongkong, Canton and Macao Steamboat Company, Limited. It would be hard, indeed, to find a greater contrast with the numerous written descriptions of the Si Kiang than is afforded by the little volume which gives us a short, but none the less interesting, account of the chief places worth visiting between Canton and Wuchow-fu. Mr. John Arnold, who has written the book, and who, in collaboration with Capt. A. W. Dixon, furnishes the illustrations, has known the West River long and intimately enough for its real beauties to become impressed upon him and he has consequently provided his readers with a collection of splendid views. The quaint and lovely treasures to be found in the less frequented spots; the beauties of pagodas and temples; and the crowning majesty of mountains have caught his eyes and been "snapped" to the best possible account. The interest in this collection of pictures is enhanced by their variety, and the author has not disdained to include within his range of views studies of water and sky that are of strictly artistic application. The text is ample, and an apology seems hardly necessary because in the work the space at his disposal did not permit of "an adequate description of the varied and glowing wealth of the vegetation, the wild beauty of the mountains, and the magnificent scenery of the river." This is furnished in the fifty colored pictures to be found, together with a map of the river, within the artistically embossed covers of the work. From the view of Wuchow pagoda by moonlight, which makes the frontispiece, to the pretty full-page reproduction at the end of the volume, the book is full of scenes which should revive pleasant memories in those who have already made the trip, and tempt many to visit the great water-way who have never yet realised what holiday ground it makes. Copies of "A handbook to the West River" can be obtained for sixty cents at Messrs. Brewer & Co., Messrs. Kelly & Walsh, Ltd., A. Chee & Co., or at the offices of the Hongkong, Canton and Macao Steamboat Co., Limited, in Queen's Road Central. It should be mentioned that the book was printed and bound, and the half tones made by Messrs. Hood & Co. Ltd. of Middlesbrough. They have certainly issued a finished work that can compare most favourably with any that we have yet seen.

#### THE HONGKONG OBSERVATORY.

##### REPORT FOR 1904.

In his report on the Hongkong Observatory for the year 1904, Dr. W. Doberck furnishes many items of interest concerning the working of this important institution at Kowloon. Dealing with the comparison of weather forecasts with the weather subsequently experienced, he states that the result was, success 45 per cent., partial success 43 per cent., failure 11 per cent., and failure 0 per cent. Following the method used in meteorological offices and taking the sum of total and partial success as a measure of success, and the sum of total and partial failure as a measure of failure, it follows that 88 per cent. of the weather forecasts were successful in 1904. Telegraphic connection with Victoria was interrupted on 21 days, and of course, also during thunderstorms. During the year, in addition to meteorological register kept at about 40 stations on shore, 11,716 ship logs were compiled, or forwarded by the captains. The total number of vessels, whose log-books were made use of was 259, and the total number of days' observations (counting separately those made on board different ships on the same day) was 11,767. Professor Hecker of the International Geodetic Institute, Potsdam, visited the Observatory for the purpose of making an accurate determination of the constant of gravity, remaining from November 9th to November 25th. The time-ball failed twice, and was dropped successfully 293 times during the year. Turning to the days on which different meteorological phenomena were noted we find that on 25 days fog was recorded, on 87 electric phenomena, 83 lightning, 42 thunder, 1 hail, 53 dew, 10 rainbows, 11 lunar halo, 5 lunar corona, and 8 solar halo. The maximum temperature for the year was 91.1, and the minimum 44.8, while the daily maximum rainfall for the twelve months was 11.135. In 1904 the number of transits observed was 1,111. The axis of the transit instrument was levelled 262 times, and the azimuth and collimation errors, which are less liable to variation, were determined 17 times by aid of the meridian mark. These observations have been made either by Mr. Plummer or by Dr. Doberck, and have been already printed in the "Observations made in 1903." All the transits of southern stars have been reduced and a very accurate catalogue of right-ascensions of southern stars has been printed as an appendix to "Observations made in 1903." "They are so distributed," says the director, "as to afford a star every minute for determining the time, and the proper motions of these stars have also been determined by me, whenever necessary, so that the same catalogue can be used for years. The right-ascensions of northern stars cannot be determined here with equal accuracy, as the definition and magnifying power of the diagonal eyepiece is not quite sufficient for that purpose." The standard sidereal clock by Dent continues to give perfect satisfaction, and has undergone no alteration during the year, but the platinum points of the contact springs still require constant attention and repeated adjustment. They have been cleaned three times during the year and the adjustment has been altered eight times, but this is done without any interference with the going of the clock. The chronograph and the other clocks are in good condition and have had no alterations effected during the year.

#### TELEGRAMS.

##### [Reuters.]

#### Bomb Outrage in Paris.

LONDON, 1st June.

As King Alfonso and President Loubet were returning from the opera yesterday, a man dressed as a workman threw a bomb. The Cuirassier officers riding on either side of the carriage were unhorsed and one horse was killed; six people were injured.

The King and the President were not hurt.

Later.  
Twenty people were injured by the bomb outrage in Paris. King Alfonso treated the matter cheerily and is the object of much sympathy.

#### The Reported Loss of the "Gromobol."

The Russian Admiralty denies the report that the *Gromobol* has been blown up. There is great indignation in Paris and Madrid. It is believed that the outrage was planned in Barcelona.

#### RUSSIA'S FUTURE NAVY.

##### THE TRAINING OF HER SAILORS.

M. Nicholas Beklemishev, President of the Shipbuilding Section of the Russian Technical Society, and a man of weight with the Grand Duke Alexander Mikhailovich, in the new Department of Merchant Marine and Ports, recently read a paper before the Society on the types of battleships and armoured cruisers best adapted for Russia's new naval programme, in which, according to a correspondent, he showed some new and rather original ideas.

The correspondent says the extensive new construction decided on by the Russian Government makes it imperative to ascertain without delay the types of ships to be laid down. While giving due weight to the lessons of the present war, the author, first among Russian naval architects, insists on the supreme importance of a factor hitherto ignored by Russian constructors, the "sea-shyness" of the population from which the Russian sailors are drawn. This great lack of born seamen would seem to be an insurmountable obstacle to having a fleet at all, but the author solves the problem by laying down the new principle that the ship must be adapted to the personnel. For the artillery duel with vessels of their own class, ships of the line, must have a large number of the heaviest guns, while to repel the attacks of torpedo craft generally, and even semi-submerged torpedo-boats, they must be well found also in quick-firing automatic guns. Unlike many specialists of the day, M. Beklemishev holds that the displacement should be moderate; about 10,000 tons, a conclusion, however, as ensuring a handier type, which he again bases entirely on the inadequate experience in seamanship which he regards as an ineradicable defect of the Russian sailor. It must not be forgotten, he says, that the Russian fleet owes whatever success it has had to its artillery and not to manœuvring. High speed, requiring huge engines and their skillful tending, also presents great difficulties. A not too high limit of speed must accordingly be selected, allowing the battleship to be manœuvred in safety by Russian sailors. In regard to seaworthiness and steaming radius it should be borne in mind that Russia's ironclad fleet will not have to operate in the open oceans, but in comparatively shallow waters, hampered by shores and banks. A ship of 10,000 tons will therefore be at a disadvantage compared with one of 16,000 tons, as far as meteorological dangers are concerned, for only a few days in the year; the excessive expenditure involved in the larger vessel will thus have no chance of being recouped. On the other hand, the power of the guns must be developed to the highest pitch attainable. The side armour must extend to at least 10 ft. below the water-line, in order to protect the ship from projectiles striking the water at a high angle. The author then proceeded to discuss from a purely Russian point of view the question of cruisers, coming to the conclusion that the best type for squadron fighting is that of the *Flotilla*.

Acknowledging that the classes of vessels so far considered are not suitable for operations in the open ocean, M. Beklemishev then gave his opinion on what type of ships Russia should build for this purpose, evidently having in view the capture or destruction of the enemy's merchant fleet. He recommended the so-called "autonomous" cruisers, the type of which was worked out by the late M. Kuzi. Such cruisers must possess a speed of not less than 21 knots, very effective armour protection, first-class artillery, and, accordingly, great displacement (up to 20,000 tons). They must be accompanied by a numerous flotilla of second-class torpedo-boats to be carried on deck. In conclusion, M. Beklemishev announced a competition for the design of a battleship of 10,000 tons, with a speed of 15 knots, and armed with eight 12-in. guns, 3 120-millimetre guns, and two submerged torpedo-discharging tubes. The designs were to be sent in by April 15th (ultimo).

THE Yale Foreign Missionary Society, working somewhat on the lines of the Oxford and Cambridge missions in India, have chosen China and sent a man there to locate the work. The old Conservative province of Hunan, in Central China, had then just been opened to foreigners. The Yale Mission will locate in its capital city Changsha, and Dr. E. H. Hume is shortly to arrive.

#### SHIPPING AND MAILS.

##### MAILS DUE.

Indian (*Naimang*) 5th inst.  
German (*Willehad*) 5th inst.  
German (*Bayern*) 6th inst.  
German (*Darmstadt*) 7th inst.  
American (*Coptic*) 17th inst.  
Canadian (*Empress of India*) 17th inst.  
German (*Prinz Waldemar*) 19th inst.  
Canadian (*Zarlar*) 20th inst.



## THE PEAK TRAMWAY.

## MEETING OF THE HIGH LEVEL TRAMWAYS CO., LTD.

## OPPOSITION TO AMALGAMATION.

Shareholders in the Hongkong High Level Tramways Co., Ltd. held an extraordinary general meeting of Alexandra Buildings at noon to-day for the purpose of considering the desirability of the dissolution of the company and amalgamating with a new company to be named the Peak Tramways Company, Limited. Mr. Henry Humphreys presided, and there were also present: Hon. Mr. C. W. Dickinson, Messrs. C. E. Wens, (Consulting Committee) J. A. Lipp, G. Potts, W. Wilson, G. Murray Bain, H. P. White, P. C. Potts, C. Uryer, J. Wilkie, Ho Fook, D. E. Clarke, A. Moir, A. Cameron, Lau Chai Pak, D. E. Brown, J. E. Joseph, J. L. Cotter, T. F. Hough, T. Arnold, J. C. Peter, E. H. Weller, J. M. Wong, W. Cruickshank, Capt. F. Goddard, J. Johnston, P. S. Jameson, Son Tak Fan, A. Morley, E. A. Ram, H. J. Gedge and others.

The Chairman said:—Gentlemen, we have called you together to-day in pursuance of the notice which has just been read, to consider, and if thought fit, pass resolutions for the winding up of this company and its reconstruction under the name of the Peak Tramways Company, Limited. The events which have led up to the present proceedings are probably fresh in your minds, but it may not be amiss if I recall them to your memories. In September last year a Bill came before the Legislative Council entitled, "An Ordinance for authorizing the construction of a Tramway within the Colony of Hongkong." Upon inquiry, we found that the new tramway was to have its lower terminus at the bottom of Battery Path—virtually in the Queen's Road—and its upper or Peak terminus at Victoria Gap, practically alongside our own, with intermediate stations tapping the populous thoroughfares known as Coffee Road, Robinson Road and Conduit Road. It was evident that the construction of such a line would be tantamount to cancelling our concession. We, therefore, petitioned the Government against the proposed bill. At the same time we informed the Government that we did not oppose the new line as far as Conduit Road, and that we had no desire to put obstacles in the way of an undertaking calculated to prove a benefit to the Colony, and that if the new tramway's upper terminus at the Peak were placed at a reasonable distance from our own so as to open up a new Peak district we would withdraw our opposition altogether. We suggested as an alternative terminus for the new line a point near Goodman's Gap. The Government replied that our proposals were considered impracticable, and it shortly afterwards became clear to your general managers that no opposition would prevent the Bill becoming law. They accordingly decided that the best thing to be done was to secure if possible the concession for the new line. At a meeting of the consulting committee held at the office of the company at 3.30 p.m. on the 13th March last, the committee, who between them represented three-quarters of the entire capital of the company, resolved "That the general managers be empowered to enter into any arrangement for the sale of the undertaking of the company for not less than \$200 per share to be paid at shareholders' option either in cash or shares of new company or in the alternative to purchase the concession for the projected new tramway." I may mention \$200 per share was taken as a basis because it was then the last price at which shares had changed hands. The total cost of obtaining the concession which will be borne by the new company, if the amalgamation is effected will amount to \$15,000 of which sum \$5,000 will go to Mr. Findlay Smith. The capital of the new company, if the resolutions are passed, will be \$750,000 divided into 75,000 shares of \$10 each of which 25,000 shares have to be reserved for shareholders in this company should they desire to accept scrip in the new company for their present holdings leaving 50,000 shares of \$10 each to be offered to the public. In considering applications for these 50,000 shares in the new company, however, preference will be given to applications from shareholders in the old company. We feel sure that in your own interests the scheme we have outlined is the best that could be devised and we must impress upon you that the arrangement, though legally it has to be carried into effect by a sale, is not actually a sale inasmuch as the present shareholders can retain their interest in the company by taking up their proportion of the new issue and thus be placed in the same position in the new company as in the old. We therefore look to see a unanimous vote in favour of the resolutions. Before putting the resolutions to the vote, I shall be pleased to answer any questions to the best of my ability.

Mr. Arnold:—Are the shares that are to be applied to the old original holders in exchange for the new shares to be fully paid up shares?

The Chairman:—Yes.

Mr. Moir:—Why were not the old shareholders notified of this before the meeting of the 13th March? I have been on the register of the company for many years, and I knew nothing about this.

The Chairman:—The meeting of the 13th March to which you refer was a meeting of the consulting committee.

Mr. Moir:—Then shareholders have nothing to say in the matter at all?

The Chairman:—No, not about meetings of the consulting committee.

Mr. Moir:—Wouldn't it have been much wiser to have notified the shareholders of the decision which was arrived at at that meeting?

The Chairman:—It was quite impossible for us to say anything while the negotiations were in progress. We did not know at the time whether the matter was going through or not, and as soon as we knew definitely that it was we at once notified the shareholders. In fact, we put a paragraph in the Press at once.

Mr. Moir:—As representing the old company have you purchased Mr. Findlay Smith's concession?

The Chairman:—We certainly had the refusal of the purchase.

Mr. Moir:—In behalf of the old company?

The Chairman:—Yes, on behalf of the old company.

Mr. Moir:—Then why sell the concession again?

The Chairman:—It would necessitate an increase of capital, which practically amounts to the same thing. We thought that the shareholders, being a very few in number, would not care to put up such a large sum as \$500,000 in cash.

Mr. Moir:—But why put up \$500,000 in cash? You have quite sufficient money in the reserve fund to go on with, and are not likely to require the use of it for the next six months.

The Chairman:—We have got about \$50,000 in cash.

Mr. Moir:—And your reserve fund?

The Chairman:—That is in the line, and is represented by stations, and all kinds of things.

Mr. Moir:—But this \$50,000 what about that?

Mr. Jupp:—Of course, you cannot go and put your hand on it and take it; it is in the reserve fund.

Mr. Moir:—But that is quite sufficient to keep you going for a very long time. It will take some six months before the survey of this line is passed.

The Chairman:—You pay this amount out to start with. This \$50,000 you speak of would have to be paid out to Mr. Findlay Smith to start with or, at least, practically all of it. As soon as we buy the concession we are compelled by the government to start work at once.

Mr. Moir:—But you don't buy it; the new company buys it.

The Chairman:—That is the best way out of the difficulty. The old shareholders, I am quite sure, will not provide the whole of the \$500,000 that will be necessary.

Mr. Moir:—I question about that. It will not be required all at once.

The Chairman:—The whole thing is a reconstruction.

Mr. Moir:—I don't like the idea of a small shareholder being ignored in these matters. If you had taken all the shareholders into your confidence in this matter things would have gone much smoother. I don't come here to take any objection; but if you had taken us into the confidence of the general managers things would have gone more smoothly.

The Chairman:—We did take them into our confidence as soon as we could.

Mr. Moir:—Is it a fact you are pledged to the government for this scheme?

The Chairman:—We are pledged to buy the concession.

Mr. Moir:—And to divert your old line.

The Chairman:—That is a matter for the future.

Mr. Jupp:—Yes.

Mr. Moir:—And before going into all these things it was not thought necessary to consult all the shareholders?

The Chairman:—Yes, but you forget that the consulting committee represents three-quarters of the entire capital of the company, resolved "That the general managers be empowered to enter into any arrangement for the sale of the undertaking of the company for not less than \$200 per share to be paid at shareholders' option either in cash or shares of new company or in the alternative to purchase the concession for the projected new tramway." I may mention \$200 per share was taken as a basis because it was then the last price at which shares had changed hands. The total cost of obtaining the concession which will be borne by the new company, if the amalgamation is effected will amount to \$15,000 of which sum \$5,000 will go to Mr. Findlay Smith. The capital of the new company, if the resolutions are passed, will be \$750,000 divided into 75,000 shares of \$10 each of which 25,000 shares have to be reserved for shareholders in this company should they desire to accept scrip in the new company for their present holdings leaving 50,000 shares of \$10 each to be offered to the public. In considering applications for these 50,000 shares in the new company, however, preference will be given to applications from shareholders in the old company. We feel sure that in your own interests the scheme we have outlined is the best that could be devised and we must impress upon you that the arrangement, though legally it has to be carried into effect by a sale, is not actually a sale inasmuch as the present shareholders can retain their interest in the company by taking up their proportion of the new issue and thus be placed in the same position in the new company as in the old. We therefore look to see a unanimous vote in favour of the resolutions. Before putting the resolutions to the vote, I shall be pleased to answer any questions to the best of my ability.

Mr. Jupp:—And at that time Mr. Moir represented one share.

The Chairman:—And was, moreover, interested in the projected concession on tramway.

Mr. Moir:—But that is not the point. I am entitled to have my say if I have only half a share.

The Chairman:—Oh yes, you are entitled, to your opinion; but I hope it is only an isolated opinion.

Mr. Moir:—At the meeting of the general managers and the consulting committee it was decided to accept \$200 a share.

The Chairman:—Yes.

Mr. Moir:—And I thought I knew nothing about that, but a month afterwards I thought some shares at an advanced rate.

The Chairman:—I should have thought that if any one in Hongkong knew anything about the matter it would have been you. You were on the other side, and I suppose must have known what was going on.

Mr. Moir:—I bought the shares feeling satisfied they were honestly worth more than \$300, especially when I knew that we had amalgamated.

The Chairman:—The position is this: we are bound to buy the new concession. If we buy it and do not do the work the concession will lapse, and the Government will be able to sell it to someone else. It matters very little to my mind whether the concession is bought by the new Peak Tramways Co., Ltd., or by the old company. But we certainly thought it would be far better to have a new company, for the reason that the old shareholders would not come forward with the money in all probability, and it would be better to have the public interested in a company which is entirely a Hongkong one, and composed entirely of Hongkong capital.

Mr. Moir:—Yes, I quite agree it is to the advantage of shareholders to have one company; but I do not think it is to the advantage of the public. At the annual meeting in December last you stated that by the time the new line was reconstructed the old company would have a reserve almost equal to its capital and would be in a position to face any opposition.

The Chairman:—I think I said, we should have to reduce our dividend to meet any opposition. At that time we did not know there was any possibility of getting this concession, and we were as a matter of fact petitioning the Government against the new Peak Tramway being alongside our own at the Peak.

Mr. Moir:—Can the old company be disposed of without the shareholders being unanimous?

The Chairman:—Three-fourths of the majority of the shareholders is sufficient.

Mr. Moir:—Yes, but it has to go before the Court.

The Chairman:—No. It is not necessary.

Mr. Moir:—It is not necessary?

The Chairman:—No.

Mr. D. E. Brown:—Mr. Chairman, and gentlemen, following what Mr. Moir has said I

express myself as quite of his opinion that the general managers and the consulting committee had no authority and did wrong in committing the company to the Government for the purchase of the concession, that they granted to Mr. Findlay Smith without any authority whatsoever. And before the resolution passed I would like to make a few remarks. We are here to-day to discuss the advisability of passing certain resolutions leading up to the dissolution of the company, followed by the sale of same to a new company. Following that, we are told that the object of the meeting is for the purpose of sanctioning a reconstruction of the company to acquire and construct a new tramway to the Peak that would otherwise be constructed by an opposition company fatal to the continued profitable existence of this company. I am not here to-day to arbitrarily obstruct the business for which the meeting was called, but to learn whether any better reasons than those already given are forthcoming to justify a dissolution of the company for the purpose set forth: viz: the sale of same as a going concern to a new company at the price of \$300 per share—or say, \$250,000. I am not opposed to a dissolution if the price offered for the purchase of our undertaking was reasonably near its value, but I am opposed to the sale of our property at the ridiculously low figure mentioned—practically half its value. The last balance sheet shows the written down assets of the company at the end of 1901 as \$439,917—virtually the price we are asked and advised to accept, to sell and hand over our valuable and handsome dividend earning, going concern—earning as it has been for some years, net profits, after paying charges and all running expenses, &c., of between \$40,000 and \$50,000 per annum on a capital of only \$125,000, about 40% per annum, and we are asked and advised (or rather ill advised) to give it away for \$250,000—only double the capital of the company, while, enjoying as we do a monopoly which is growing in value every year. There are a number of other nice little monopolies in the Colony—the shares of which are quoted at 2, 3, and 4 times above their par value for the reason that they are earning good dividends on their market price: I wonder if they would be asked or advised to be willing to sell out at only double their par value—I think not. Our tramway shares have been quoted as high as \$35 and over before now, in fact until very recently, and justifiably so; and there is no reason that I can see, based on the admirable position the company is in—or its dividend earning power—why the shares are not to-day cheap at \$300 and over. I do not agree with the general managers that the opportunity of a line that will take about three years to build and get into running order, is to use their own term, going to be fatal to the existence of this company as a dividend paying concern. Let me here, however, quote from the general managers' speech at the last ordinary general meeting, showing what their views were on the subject at that time when the opposition was referred to. He spoke of the reduction of dividend and the placing of an unusually large sum to reserve fund and went on to say, "If this policy be pursued for another two years (about the earliest period in which any option line could be opened for traffic) this Company will have a reserve fund of about \$100,000, and with its small capital, and a reserve almost equal to its capital, will be in a very sound position; and strong enough to meet almost any contingency that may arise." But why is there such a change in the opinion of the general managers? In the circular issued the other day it says, "The general managers consider such opposition would be fatal to the continued existence of the company as a dividend paying concern, and they, with the consulting committee, have for the past six months, been strenuously opposing the new scheme; and on finding that they were unable to prevent the Ordinance authorising the scheme from being passed they made arrangements from view to the amalgamation of the company." Why have the general managers changed in six months when they knew as much about the forthcoming opposition in December as they do now? It will take very strenuous, determined and long continued competition to pull the net profits of our company down to even 10% and 10% ought to satisfy any reasonable investor, so that the contemplated dissolution does not, in my mind justify a dissolution of this company. Turning to the question of the new company into which we are offered the privilege of taking shares by transferring our interests in the old company to the new company, that proposition does not, in my mind, strike me as beneficial at all. I understand the new company is to be capitalized at \$750,000, and we are told by the Press that "the profits already accruing from the present tramway are ample to secure a steady dividend of at least 6% on the whole of the capital of the company now in formation." How does 6% in the new company strike you gentlemen as against about 40% which our present company is earning, and, in any event, and dealing simply with the period in the immediate future—why should the present company, with its capital only of \$125,000 be burdened, during the three years the new line is under construction, with earnings dividends of \$750,000—the capital of the new company. Opposition even when it does come will never in my mind be able to bring our dividends in the present company down to 10% basis, which is all we can look for with any degree of certainty in the new company. And I hope that a majority of shareholders here to-day will vote against this sacrifice, sale of our property, which an effort is seemingly being made to force us into.

The Chairman:—I take it that Mr. Brown's principal exception is to the price at which the old company is being sold to the new—that is to say at \$300 a share?

Mr. Brown:—In the first place, I object very strongly and very forcibly about the directors in committing—

The Chairman:—That has been replied to.

Mr. Brown:—And now I say my contention is that the company should not be sold at that price unless it is for the purpose of improving the position of the Company or making an advantageous sale, otherwise there is no necessity for this amalgamation.

The Chairman:—You have the option of taking a scrip in the new company.

Mr. Brown:—I know that.

The Chairman:—In addition you are practically selling the company to yourself, if you like. What does it matter then, to you if you sell it at \$300,000 or \$500,000?

Mr. Brown:—If I may speak again, there is another point I overlooked. Have I your permission to speak again?

The Chairman:—You got 12 per cent. for these three years and if this opposition line came off, as it would, do you doubt come off, if we had not bought the concession you would not have got the concession; you might not have got anything at all. If you disapprove of what we have done we are very sorry, and it is open

to the meeting to move an amendment, if you wish; and now I should be glad to answer any question which any other shareholder might wish to put.

Mr. Brown:—Might I speak again for a moment, please?

The Chairman:—Yes, you may speak again. Mr. Brown—I omitted to state and bring out a point in connection with the sale of the property for \$250,000. In the position in which it is to-day, let me draw your attention to the fact that in selling this company you are selling the future monopoly of the High Level Tramways business. I don't think that either the Government or the people of Hongkong looking to the tramway service will be more pleased than the shareholders, who seem to be forced into a sale of their shares at little over half their value.

The Chairman:—Well, after all these remarks of you Mr. Brown, I really don't think after what I have previously said that there is hardly any necessity to go into it again. I have practically answered your questions.

Mr. Arnold:—Do you think there is traffic enough to pay a dividend on such a large capital?

The Chairman:—Yes. We have gone fully into that matter. I may mention that fifteen years ago our traffic receipts amounted to \$17,000 a year. Last year they amounted to nearly \$100,000, and there is no reason why fifteen years hence, the joint lines, working in harmony under one management, they should not total \$500,000 a year. They might accuse him of being a little sanguine, he continued, but he had been looking around and believed that all those people in the Colony who had been successful, although they might differ on many points, had a common faith in the future of Hongkong. He believed in it himself, and trusted that those who were living at some later date would think kindly of the people who had secured for them what may be then the most profitable tramway in the world.

Mr. Arnold thought that no site for building was now available in the districts through which the tramway would pass.

The Chairman reminded him that it would go through a very populated district.

Mr. Arnold said that the terminus of the line would be at the same point as the present one.

The Chairman:—That is so.

Mr. Arnold thought that did not look like opening up a new district.

The Chairman observed that the railways at home frequently had their terminus in proximity to each other, but they paid up different districts. As a matter of fact, already at the present moment it often happened that the present company were unable to meet the traffic by certain trams, especially the business trams in the morning and in the evening. They had complaints for the public, from the Government, and from the military authorities, and there was no doubt that they had arrived at a stage when something ought to be done in this matter.

Mr. Arnold:—You have satisfied yourself that there will be a fair return on the capital?

The Chairman:—We think so. That is our opinion.

Mr. Moir:—You have no doubt of the cost of constructing the new line I suppose? This \$750,000 is taken as an approximate amount.

The Chairman:—We have had no detailed survey. It will amount to over four times the cost of the present line.

Mr. Moir:—From what I see we have to tunnel through the gardens?

The Chairman:—Yes, there will be a small tunnel.

After further discussion, the Chairman proposed, "That it is desirable that the Company may be dissolved and that it be wound up voluntarily."

Mr. George Potts seconded. Carried.

Mr. Moir:—If you please note my protest against that being put into effect.

Mr. Murray Hall proposed, "That the General Managers be and they are hereby appointed liquidators."

Mr. Ho Fook seconded. Carried.

Mr. Arnold proposed, "That the liquidators be and they are hereby authorised to consent to the registration of a new company to be named the 'Peak Tramways Company, Limited' with a memorandum and articles of association which have been prepared with the approval of the consulting committee of the company."

Mr. Lau Chu Pak seconded. Carried.

Mr. H. P. White proposed, "That the liquidators be empowered to sell to the 'Peak Tramways Company, Limited' the undertaking of this Company at the price of \$300 per share either in cash or shares of the 'Peak Tramways Company, Limited' at the option of shareholders of this company and to enter into all necessary agreements to that effect."

Mr. J. A. Tarratt seconded. Carried.

Mr. Brown:—Might I ask you also to note my protest against resolutions 2, 3, and 4?

Mr. Moir:—Might I ask one question, if I am in order. It is to a fact this Company is being voluntarily wound up. How is that to be done if we are not unanimous?

Mr. Ewens:—The special resolution has been passed by a three-fourths majority.

Mr. Brown:—Where do you get the three-fourths majority? In the Articles of Association?

Mr. Ewens:—That is the law.

Mr. Brown:—Don't the Articles of Association come in then?

Mr. Ewens:—It is the law of the Colony.

Mr. Brown:—Are we complying with the Articles of Association in this meeting?

The Chairman:—The meeting is at an end, Mr. Brown; and we have passed the resolution we came here to pass.

Mr. Brown:—I asked a question, Mr. Chairman, and you have given me no reply. No reply was given, and the meeting ended. Those who voted against the resolutions were—Messrs. Moir, Wilkie, Wilson, Cameron, Goddard, Brown and Ram.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

## Selling.

London—Bank T.T. .... 11/10

Do demand ..... 11/10

Do 4 months' sight ..... 11/10

France—Bank T.T. .... 233

America—Bank T.T. .... 451

Germany—Bank T.T. .... 190

India T.T. .... 139

Do demand ..... 150

Shanghai—Bank T.T. .... 711

Japan—Bank T.T. .... 91

Java—Bank T.T. .... 111

## Buying.

4 months' sight L/C ..... 11/10 9/16

6 months' sight L/C ..... 11/10 11/16

30 days' sight San Francisco & New York 451

4 months' sight do ..... 461

30 days' sight Sydney and Melbourne 11/10 13/16

4 months' sight France ..... 237

6 months' sight do ..... 238

4 months' sight Germany ..... 194

Bar Silver ..... 26 7/16

Bank of England rate ..... 2 1/2

Sovereign ..... 10/70

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

|                       | Per picul     |
|-----------------------|---------------|
| Malwa New .....       | @ 1,140       |
| Old .....             | @ 1,180       |
| Older .....           | @ 1,230/1,260 |
| Oldest .....          | @ 1,340       |
| Java New .....        | @ 1,112       |
| Java New .....        | @ 1,080       |
| Pericou (Pannu) ..... | @ 780/810     |

## To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

## THE DALLAS-BANDMANN OPERA CO.

LAST THREE NIGHTS.

TO-NIGHT! (SATURDAY), 3rd June, "THREE LITTLE MAIDS."

On MONDAY, 5th June, "THE ORCHID."

TUESDAY, 6th June, LAST NIGHT OF THE SEASON, "THE GIRL FROM KAYS."

Further particulars will be daily announced.

PRICES AS USUAL.

Doors Open at 8.30 P.M. Commence 9 P.M.

Plan at ROBINSON PIANO CO.

F. C. GARTON, Manager.

Hongkong, 3rd June, 1905. [605]

## HONGKONG GYMKHANA CLUB.

## PROGRAMME OF THE SECOND MEETING, to be held at the HAPPY VALLEY, ON SATURDAY, 17th June, 1905, (weather permitting).

## PROGRAMME.

1—4 P.M.—THREE-QUARTER MILE FLAT RACE.—For Hongkong Subscript on Griffins of any Season. Weight for inches as per scale. Winners of an open race barred. Winners of an official race to carry 7 lbs. extra. "Off day" Winners and Winners at First Gymkhana Meeting to carry 3 lbs. extra. Upplaced Ponies in an official race allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: presented by ..... and Prize: \$25.

2—4.30 P.M.—TENT PEGGING.—Best of three runs. Points for pace and style. Open to any class of Pony. Entrance fee \$5. 1st Prize: presented by ..... and Prize: \$25.

3—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance One Mile—Value \$100. For all China Ponies. Catch Weights at 10 to 6 lbs. Winners of an open race or open Griffin race 5 lbs. extra. Non-winning Subscript on Griffins allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning Jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 in second pony out of the Club funds. At the conclusion of the Season a Cup, value \$10, will be presented to the Owner of the pony obtaining the second highest number of marks.

4—5.30 P.M.—LADIES' NOMINATION.—"Despatch Race"—Gentlemen "A" to start dismounted at half-mile post. On the word "go" they are to mount and carry a despatch to their respective nominators who will be waiting 50 yards from the winning post. The ladies will then get into riding silks and be wheeled past the winning post by Gentlemen "B." Only China Ponies allowed. Competitors provide themselves with rich silks. Entrance fee \$5. 1st and 2nd Prizes presented by











## Mails.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE,"

Captain Broc, will be despatched for MAR-  
SEILLES on TUESDAY, the 13th June,  
at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports.Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN.....27th June.

S.S. OCEANIE.....11th July.

S.S. TOURANE.....25th July.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th May, 1905.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)  
THE Steamship.

"BENGAL,"

Captain C. Phillips, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 17th June,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Britannia, 6,525 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Cal-  
edonia, due in London on the 30th July.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.For further Particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.

Hongkong, 3rd June, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain.      | Sailing.   |
|----------|-------|---------------|------------|
| Pleades  | 3,753 | E.G. Purinton | At June 30 |
| Shawmut  | 9,606 | E. V. Roberts | " July 12  |
| Tremont  | 9,606 | T. W. Garlick | " Aug. 8   |

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. Shawmut, and Tremont  
are fitted with very superior accommodation for  
first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 23rd May, 1905.

## ACHEE &amp; CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&amp;c. &amp;c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION,  
Hongkong, 16th May, 1905.

## For Sale.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIRMSEN &amp; CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 7th March, 1905.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES:

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

51

THE WISE MAN

BUYS A "SINGER"; IT'S TRUE

ECONOMY.

5 YEARS' GUARANTEE;

FREE INSTRUCTION;

EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET,  
Hongkong, 25th March, 1905.

48

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,  
for

GASOLINE AND GAS

LAMP

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

54

To Let.

TO LET.

No. 12, KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

537

TO LET.

A BUILDING at CAUSEWAY BAY, in  
present in occupation of the Stearns  
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing  
Polo Ground.OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

169

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

527

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                                    | NO. OF<br>SHARES. | VALUE.   | PAID UP  | POSITION AS PER LAST REPORT<br>RESERVE.                                                                                        | AT WORKING<br>ACCOUNT. | LAST DIVIDEND.                                                                                    | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION. | CLOSING<br>QUOTATIONS.               |
|----------------------------------------------------------------------------|-------------------|----------|----------|--------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------|
| BANKS.                                                                     |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| Hongkong & Shanghai Banking Corporation                                    | 80,000            | \$125    | \$125    | \$1,000,000<br>\$8,000,000<br>\$50,000                                                                                         | \$1,493,408            | Div. of £1.10/- and bonus of £1 @ ex-<br>change, 1/11. 9/16 = \$2.46 for second<br>half-year 1904 | 5 1/2 %                                           | \$795<br>(London £80<br>\$37 buyers) |
| National Bank of China, Limited                                            | 99,925            | £7       | £5       | \$200,000                                                                                                                      | \$41,768               | \$2 (London 3/6) for 1903                                                                         | ...                                               | \$320 buyers                         |
| MARINE INSURANCES.                                                         |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| Canton Insurance Office, Limited                                           | 10,000            | \$250    | \$50     | \$2,400,000<br>81,739                                                                                                          | \$150,494              | \$17 for 1903                                                                                     | 5 1/2 %                                           | \$320 buyers                         |
| China Traders' Insurance Company, Limited                                  | 4,000             | \$83.33  | \$25     | \$50,000<br>\$151,992<br>\$10,266<br>\$371,445                                                                                 | Nil.                   | \$4 1/2 for year ended 30.1.1904                                                                  | 7 1/2 %                                           | \$64 buyers                          |
| North China Insurance Company, Limited                                     | 10,000            | £15      | £5       | Tls. 800,000                                                                                                                   | Tls. 217,119           | Interim of 7/6 for 1904                                                                           | 8 1/2 %                                           | Tls. 82                              |
| Union Insurance Society of Canton, Limited                                 | 10,000            | \$250    | \$100    | \$1,850,000<br>\$72,749<br>\$82,117<br>\$86,777<br>\$700,000<br>\$37,704<br>\$1,000,000<br>\$218,003<br>\$2,241<br>\$1,205,505 | \$2,078,997            | \$35 for 1903                                                                                     | 5 %                                               | \$695 sellers                        |
| Yangtze Insurance Association, Limited                                     | 8,000             | \$100    | \$50     | \$70,000<br>\$37,704<br>\$1,000,000                                                                                            | \$486,284              | \$12 and \$3 special dividend for 1903                                                            | 9 1/2 %                                           | \$160                                |
| FIRE INSURANCES.                                                           |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| China Fire Insurance Company, Limited                                      | 20,000            | \$100    | \$20     | \$1,000,000<br>\$218,003<br>\$2,241                                                                                            | \$320,047              | \$6 dividend & \$1 bonus for 1903                                                                 | 8 1/2 %                                           | \$86 buyers                          |
| Hongkong Fire Insurance Company, Limited                                   | 8,000             | \$250    | \$50     | \$1,205,505                                                                                                                    | \$360,372              | \$34 for 1903                                                                                     | 11 1/2 %                                          | \$300 sellers                        |
| SHIPPING, TUG AND CARGO BOATS.                                             |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| China and Manila Steamship Company, Limited                                | 30,000            | \$25     | \$25     | \$5,000                                                                                                                        | \$8,832                | \$1 for 1904                                                                                      | 4 1/2 %                                           | \$21                                 |
| Douglas Steamship Company, Limited                                         | 20,000            | \$50     | \$50     | \$1,000,000<br>\$85,430                                                                                                        | Nil.                   | \$2 for year ended 30.6.1904                                                                      | 5 1/2 %                                           | \$35 buyers                          |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                               | 80,000            | \$15     | \$15     | \$1,200,000<br>\$50,000<br>\$58,444                                                                                            | \$26,160               | \$1 for second half-year 1904                                                                     | 9 1/2 %                                           | \$27 sales                           |
| Indo-China Steam Navigation Company, Limited                               | 60,000            | £10      | £10      | £105,000<br>£100,000                                                                                                           | £5,853                 | 10/- for 1903 @ 1/10 = \$5.378                                                                    | 4 1/2 %                                           | \$118 sellers                        |
| Shanghai Tug and Lighter Company, Limited                                  | 200,000           | Tls. 50  | Tls. 50  | Tls. 10,000                                                                                                                    | Tls. 43,762            | Tls. 2 1/2 final making Tls. 4 1/2 for 1904                                                       | 7 1/2 %                                           | Tls. 38 buyers                       |
| Do. (Preference)                                                           | 100,000           | Tls. 50  | Tls. 50  | Tls. 5,000                                                                                                                     | Tls. 43,762            | Tls. 1 1/2 final making Tls. 3 1/2 for 1904                                                       | 7 1/2 %                                           | Tls. 48 buyers                       |
| "Shell" Transport and Trading Company, Limited                             | 2,000,000         | £1       | £1       | £4,116                                                                                                                         | £58,852                | Interim of 1/- (Coupon No. 5) for 1904                                                            | 4 1/2 %                                           | \$35 ex div.                         |
| "Star" Ferry Company, Limited                                              | 10,000            | \$10     | \$5      | \$5,000<br>\$24,217                                                                                                            | \$929                  | (\$1.80)<br>(\$0.90) for year ending 30.4.1905                                                    | 5 1/2 %                                           | \$27 ex div.                         |
| Straits Steamship Company, Limited                                         | 5,000             | \$100    | \$100    | \$500,000<br>\$21,075<br>\$130,153<br>Tls. 126,000<br>Tls. 276,679                                                             | \$21,231               | \$10 for 1904                                                                                     | 8 %                                               | \$130 buyers                         |
| Taku Tug and Lighter Company, Limited                                      | 30,000            | Tls. 50  | Tls. 50  | Tls. 1,500,000<br>Tls. 276,679                                                                                                 | Tls. 6,190             | Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904                                                    | 11 %                                              | Tls. 30 sales                        |
| REFINERIES.                                                                |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| China Sugar Refining Company, Limited                                      | 20,000            | \$100    | \$100    | \$2,000,000<br>none                                                                                                            | \$42,812               | Final of \$15 making \$20 for 1904                                                                | 9 %                                               | \$221                                |
| Luon Sugar Refining Company, Limited                                       | 7,000             | \$100    | \$100    | none                                                                                                                           | \$85,987               | \$3 for 1897                                                                                      | ...                                               | \$30 buyers                          |
| Perak Sugar Cultivation Company, Limited                                   | 7,000             | Tls. 50  | Tls. 50  | Tls. 350,000                                                                                                                   | Tls. 1,635             | Tls. 2 1/2 for year ending 30.9.04                                                                | 4 1/2 %                                           | Tls. 65 sales                        |
| MINING.                                                                    |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| Chinese Engineering and Mining Company, Ltd.                               | 1,000,000         | £1       | £1       | £40,000                                                                                                                        | £7,820                 | No. 3 of 1/6                                                                                      | ...                                               | Tls. 7 1/2 buyers                    |
| Oriental Consolidated Mining Company, Limited                              | 50,000            | G. \$10  | G. \$10  | none                                                                                                                           | G. \$67,093            | 50 cents making G. \$1 for 1904                                                                   | 5 1/2 %                                           | G. \$17 1/2                          |
| Raub Australian Gold Mining Company, Limited                               | 50,000            | £1       | £1       | £4,873                                                                                                                         | £4,029                 | No. 12 of 1/- = 48 cents                                                                          | ...                                               | \$32                                 |
| Société Française des Charbonnages du Tonkin                               | 16,000            | Fcs. 250 | Fcs. 250 | Fcs. 251,337<br>Fcs. 1,529,652                                                                                                 | Fcs. 85,706            | Final of Fcs. 25 making Fcs. 55 for 1903                                                          | ...                                               | \$490                                |
| DOCKS, WHARVES & GODOWNS.                                                  |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| Geo. Fenwick & Co., Limited                                                | 6,000             | \$25     | \$25     | \$150,000<br>\$58,423                                                                                                          | \$8,577                | \$3.75 for 1904                                                                                   | 11 1/2 %                                          | \$338 buyers                         |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd.                             | 40,000            | \$50     | \$50     | \$2,000,000<br>\$10,000<br>\$300,000<br>\$350,000                                                                              | \$29,422               | Final of \$2 1/2 making \$5 for 1904                                                              | 4 1/2 %                                           | \$103 buyers                         |
| Hongkong and Whampoa Dock Company, Ltd.                                    | 50,000            | \$50     | \$50     | \$2,500,000<br>\$33,500                                                                                                        | \$498,289              | \$6 dividend and \$1 bonus for 2nd half-<br>year 1904                                             | 6 1/2 %                                           | \$202 sellers                        |
| Howarth & Co., Limited                                                     | 12,000            | \$100    | \$100    | \$1,200,000<br>\$60,000                                                                                                        | ...                    | \$10 div. & \$5 bonus for year end 30/6/04                                                        | 6 1/2 %                                           | \$270 buyers                         |
| New Amoy Dock Company, Limited                                             | 6,000             | \$60     | \$60     | \$360,000<br>\$55,500                                                                                                          | \$489                  | \$1 1/2 for 1903                                                                                  | 6 1/2 %                                           | \$200 buyers                         |
| Riley Hargreaves & Co., Limited                                            | 6,000             | \$100    | \$100    | \$600,000<br>\$150,000                                                                                                         | \$49,936               | \$10 div. and \$2 1/2 bonus for 1903                                                              | 6 1/2 %                                           | \$550 sellers                        |
| Do. (Preference)                                                           | 2,750             | \$100    | \$100    | Tls. 900,000                                                                                                                   | Tls. 48,153            | \$7 dividend                                                                                      | 8 1/2 %                                           | Tls. 160 buyers                      |
| S. C. Farnham, Boyd & Co., Limited                                         | 55,200            | Tls. 100 | Tls. 100 | Tls. 5,520,000<br>Tls. 48,710                                                                                                  | Tls. 10,711            | Tls. 5 interim for 1904/5                                                                         | 6 %                                               | Tls. 18 1/2                          |
| Shanghai and Hongkong Wharf Company                                        | 32,000            | Tls. 100 | Tls. 100 | Tls. 3,200,000<br>Tls. 159,880                                                                                                 | \$206,645              | Final of Tls. 6 making Tls. 10 for 1904                                                           | 6 1/2 %                                           | Tls. 190                             |
| Tanjong Pagar Dock Company, Limited                                        | 37,000            | \$100    | \$100    | \$3,700,000<br>Tls. 17,500                                                                                                     | Tls. 2,762             | \$20 for and half year making \$26 for 1904                                                       | 6 1/2 %                                           | \$195                                |
| Yangtze Wharf and Godown Company, Limited                                  | 2,500             | Tls. 100 | Tls. 100 | Tls. 250,000<br>Tls. 17,500                                                                                                    | Tls. 2,762             | Tls. 18 for 1904                                                                                  | 9 1/2 %                                           | Tls. 190                             |
| LANDS, HOTELS & BUILDINGS.                                                 |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| Astor House Hotel Company, Limited (Shanghai)                              | 30,000            | \$25     | \$25     | none<br>Tls. 34,000                                                                                                            | \$9,989                | \$2 1/2 for year ended 30.6.1904                                                                  | 7 1/2 %                                           | \$33 sales                           |
| Astor House Hotel, Limited (Tientsin)                                      | 7,000             | Tls. 50  | Tls. 50  | Tls. 8,000                                                                                                                     | Tls. 806               | Final of Tls. 5 making Tls. 9                                                                     | 4 1/2 %                                           | Tls. 140 sales                       |
| Central Stores, Limited                                                    | 6,000             | \$15     | \$12     | ...                                                                                                                            | \$1,502                | Final of 60 cents making \$1.30 for 1904                                                          | 8 1/2 %                                           | \$21 sellers                         |
| Do. (Founders')                                                            | 123               | \$15     | \$12     | ...                                                                                                                            | ...                    | None                                                                                              | ...                                               | \$7 1/2                              |
| Do. (New Issue)                                                            | 24,000            | \$15     | \$7 1/2  | ...                                                                                                                            | ...                    | Preferential of 7 per cent for 1904                                                               | 7 %                                               | \$7 1/2 sales                        |
| Hongkong Hotel Company, Limited                                            | 12,000            | \$50     | \$50     | \$100,000<br>\$10,000                                                                                                          | \$3,554                | \$5 for second half-year making \$10 for 1904                                                     | 7 %                                               | \$145 sellers                        |
| Hongkong Land Investment and Agency Co., Ltd.                              | 50,000            | \$100    | \$100    | \$5,000,000<br>\$250,000                                                                                                       | \$37,875               | Final of \$6 making \$12 for 1904                                                                 | 10 %                                              | \$123 sellers                        |
| Hotel des Colonies Company, Limited (Shanghai)                             | 9,000             | Tls. 25  | Tls. 25  | Tls. 22,500<br>Tls. 20,986                                                                                                     | Tls. 7,202             | Tls. 2 1/2 for the year ending 31.3.1905                                                          | 13 %                                              | Tls. 10 sellers                      |
| Humphreys Estate & Finance Company, Limited                                | 150,000           | \$10     | \$10     | \$1,500,000<br>\$200,994<br>\$50,000                                                                                           | \$11,958               | 90 cents for 1904                                                                                 | 7 %                                               | \$13 sellers                         |
| Kowloon Land and Building Company, Limited                                 | 6,000             | \$50     | \$30     | none                                                                                                                           | \$377                  | \$3 for 1904                                                                                      | 7 1/2 %                                           | \$60 sellers                         |
| Shanghai Land Investment Company, Limited                                  | 52,000            | Tls. 50  | Tls. 50  | Tls. 2,600,000<br>Tls. 82,813<br>Tls. 170,000                                                                                  | Tls. 40,666            | Tls. 3 final and Tls. 2 bonus making                                                              | 6 1/2 %                                           | Tls. 120 sales                       |
| Tientsin Hotel des Colonies, Limited                                       | 1,400             | Tls. 50  | Tls. 50  | none                                                                                                                           | Tls. 670               | Tls. 8 for 1904                                                                                   | 10 1/2 %                                          | Tls. 47 sellers                      |
| Tientsin Land Investment Company, Limited                                  | 7,726             | Tls. 100 | Tls. 100 | Tls. 772,600<br>Tls. 67,500                                                                                                    | Tls. 735               | Final of Tls. 4 making Tls. 7 for 1904                                                            | 5 1/2 %                                           | Tls. 125 sellers                     |
| Wei-hai-wei Land and Building Company, Limited                             | 3,764             | Tls. 25  | Tls. 25  | none                                                                                                                           | Tls. 5,150             | None                                                                                              | ...                                               | Tls. 12 buyers                       |
| West Point Building Company, Limited                                       | 12,500            | Tls. 25  | Tls. 25  | none                                                                                                                           | \$1,247                | Final of \$1.70 making \$3.20 for 1904                                                            | 5 1/2 %                                           | \$55 sellers                         |
| COTTON MILLS.                                                              |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| Fwo Cotton Spinning and Weaving Company, Ltd.                              | 15,000            | Tls. 50  | Tls. 50  | none                                                                                                                           | Tls. 11,655            | Tls. 4 for year ended 31.10.1903                                                                  | 11 %                                              | Tls. 37                              |
| Hongkong Cotton Spinning, Weaving and Dyeing<br>Company, Limited           | 125,000           | \$10     | \$10     | none                                                                                                                           | \$2,862                | 50 cents for the year ending 31.7.04                                                              | 3 %                                               | \$161 sellers                        |
| International Cotton Manufacturing Company, Ltd.                           | 10,000            | Tls. 75  | Tls. 75  | Tls. 750,000<br>Tls. 50,000<br>Tls. 35,227                                                                                     | Tls. 13,629            | Interim of 3 % a/c 1898                                                                           | ...                                               | Tls. 37 1/2                          |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.                          | 8,000             | Tls. 100 | Tls. 100 | Tls. 800,000<br>Tls. 10,000                                                                                                    | Tls. 10,000            | Interim of 4 % a/c 1898 on 6,000 shares                                                           | ...                                               | Tls. 40                              |
| Soy Chee Cotton Spinning Company, Limited                                  | 2,000             | Tls. 500 | Tls. 500 | Tls. 1,000,000<br>Tls. 8,115                                                                                                   | Tls. 22,050            | 4 % for 1897                                                                                      | ...                                               | Tls. 180                             |
| CIGARS AND TOBACCO COS.                                                    |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| Alhambra, Limited                                                          | 300               | \$200    | \$200    | none                                                                                                                           | Dr. P. 2,584           | \$125 for year ending 30.6.1900                                                                   | ...                                               | \$100                                |
| Philippine Company, Limited                                                | 7,500             | \$10     | \$10     | none                                                                                                                           | ...                    | First year                                                                                        | ...                                               | \$9 1/2 sellers                      |
| Shanghai-Sumatra Tobacco Company, Limited                                  | 30,000            | Tls. 20  | Tls. 20  | Tls. 24,820<br>Tls. 25,000                                                                                                     | Tls. 1,091             | Final of Tls. 6 making Tls. 9                                                                     | 13 %                                              | Tls. 69 buyers                       |
| MISCELLANEOUS.                                                             |                   |          |          |                                                                                                                                |                        |                                                                                                   |                                                   |                                      |
| Anglo-German Brewing Company, Limited                                      | 4,000             | \$100    | \$100    | none                                                                                                                           | ...                    | First year                                                                                        | ...                                               | \$123 sellers                        |
| Bell's Asbestos & Refractory Agency, Limited                               | 8,604             | 12/6     | 12/6     | none                                                                                                                           | £161                   | 6d. per share for 1903                                                                            | ...                                               | \$5 1/2 buyers                       |
| Campbell, Moore & Co., Limited                                             | 1,200             | \$10     | \$10     | none                                                                                                                           | \$1,182                | \$3 for 1904                                                                                      | 8 1/2 %                                           | \$30                                 |
| China Flour Mill Co., Limited                                              | 60,000            | \$12     | \$12     | none                                                                                                                           | Nil.                   | \$1 for 1904                                                                                      | 7 1/2 %                                           | \$13 sellers                         |
| China Light and Power Company, Limited                                     | 4,000             | Tls. 50  | Tls. 50  | Tls. 200,000<br>Tls. 30,000                                                                                                    | Tls. 718               | Tls. 5 for 1904                                                                                   | 7 1/2 %                                           | Tls. 65 1/2 sales                    |
| China Provident Loan & Mortgage Company, Ltd.                              | 100,000           | \$10     | \$10     | none                                                                                                                           | \$3,739                | None                                                                                              | ...                                               | \$10                                 |
| Dairy Farm Company, Limited                                                | 25,000            | \$7 1/2  | \$6      | none                                                                                                                           | \$1,181                | \$10 for year 1904                                                                                | 6 1/2 %                                           | \$8 60 buyers                        |
| Fraser and Neave, Limited                                                  | 4,500             | \$50     | \$50     | \$112,500                                                                                                                      | \$2,706                | \$2 for year ending 31.7.1903                                                                     | ...                                               | \$17 sellers                         |
| Green Island Cement Company, Limited                                       | 100,000           | \$10     | \$10     | \$1,000,000<br>\$400,000                                                                                                       | \$95,054               | \$5 div. and \$2 1/2 bonus for 1903                                                               | 8 %                                               | \$90 buyers                          |
| Do. (New Issue)                                                            | 50,000            | \$10     | \$10     | \$500,000<br>\$25,000                                                                                                          | \$95,054               | \$2 for 1904                                                                                      | 7 1/2 %                                           | \$7 1/2 sellers                      |
| Hall & Holtz, Limited                                                      | 21,000            | \$20     | \$20     | \$420,000<br>\$186,000                                                                                                         | \$7,551                | First Year of \$14 making \$24                                                                    | 5 1/2 %                                           | \$17 buyers                          |
| Hongkong & China Gas Company, Limited                                      | 7,000             | £10      | £10      | £23,109<br>£3,000                                                                                                              | £7,625                 | £1 div. and 2/- bonus for 1903                                                                    | 7 1/2 %                                           | \$160 buyers                         |
| Hongkong Electric Company, Limited                                         | 30,000            | \$10     | \$10     | none                                                                                                                           | \$1,747                | \$1.00 for year ending 30.4.1904                                                                  | 5 1/2 %                                           | \$17 1/2                             |
| Hongkong High-Level Tramways Company, Ltd.                                 | 1,250             | \$100    | \$100    | \$125,000<br>\$5,000                                                                                                           | \$2,796                | \$15 for year ending 30.11.1904                                                                   | 7 1/2 %                                           | \$111 buyers                         |
| Hongkong Ice Company, Limited                                              | 5,000             | \$25     | \$25     | \$125,000<br>\$60,000                                                                                                          | \$5,316                | Final of \$13 making \$17 for 1904                                                                | 9 1/2 %                                           | \$24 1/2                             |
| Hongkong Rope Manufacturing Company, Ltd.                                  | 10,000            | \$50     | \$50     | \$500,000                                                                                                                      | \$11,137               | \$10 for 1904                                                                                     | 7 1/2 %                                           | \$132 buyers                         |
| Hongkong Steam Waterboat Company, Limited                                  | 15,000            | \$10     | \$10     | \$150,000<br>\$2,500                                                                                                           | \$99                   | \$1.50 for 70 cts. and 30 cts. bonus making                                                       | 11 1/2 %                                          | \$17 ex div.                         |
| Katz Brothers, Limited                                                     | 10,000            | \$100    | \$100    | \$100,000<br>\$475,000                                                                                                         | \$3,400                | \$8 for 1904                                                                                      | 6 %                                               | \$135 buyers                         |
| Lane, Crawford & Co., Limited (Shanghai)                                   | 2,500             | \$100    | \$100    | none                                                                                                                           | \$11,183               | Interim of \$5                                                                                    | 7 1/2 %                                           | \$145 sales                          |
| Maatshappij tot Mijn- en Bosch- en Landbouwen<br>plaat in Langkat, Limited | 25,000            | Ga. 100  | Ga. 100  | Tls. 128,210<br>Tls. 19,465                                                                                                    | Tls. 35,849            | 1st quarterly of Tls. 7 1/2 paid 15.3.05                                                          | 15 %                                              | Tls. 22 1/2 sales                    |
| Maynard and Company, Limited                                               | 3,400             | \$10     | \$10     | none                                                                                                                           | ...                    | \$2 for year ended 31.10.1904                                                                     | 9 %                                               | \$23                                 |
| Mendon, E. L. Limited                                                      | 7,000             | Tls. 50  | Tls. 50  | none                                                                                                                           | Dr. Tls. 117,638       | Tls. 1 for 1903                                                                                   | ...                                               | Tls. 25 sales                        |
| S. Moutrie & Company, Limited                                              | 4,000             | \$50     | \$50     | \$200,000                                                                                                                      | \$832                  | Final of \$3 making \$5 for the year ending                                                       | 9 %                                               | \$54 sales                           |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.                          | 1,200             | \$50     | \$50     | none                                                                                                                           | Dr. \$5,537            | None                                                                                              | ...                                               | \$50                                 |
| Shanghai Gas Company, Limited                                              | 16,000            | Tls. 50  | Tls. 50  | Tls. 145,000<br>Tls. 108,172                                                                                                   | Tls. 8,011             | Final of Tls. 3 making Tls. 4 1/2 for 1904                                                        | 7 %                                               | Tls. 192 sales                       |
| Shanghai Horse Bazaar Company, Limited                                     | 5,400             | Tls. 50  | Tls. 50  | Tls. 270,000<br>Tls. 45,000                                                                                                    | Tls. 10,747            | Tls. 5 for 1903                                                                                   | 14 1/2 %                                          | Tls. 80 buyers                       |
| Shanghai Pulp and Paper Company, Limited                                   | 4,500             | Tls. 100 | Tls. 100 | Tls. 450,000<br>Tls. 25,000                                                                                                    | Tls. 6,958             | Final of Tls. 8 making Tls. 14 for 1904                                                           | 8 1/2 %                                           | Tls. 165 sales                       |
| Shanghai Waterworks Company, Limited                                       | 7,200             | £20      | £20      | Tls. 170,000<br>Tls. 17,220                                                                                                    | Tls. 17,220            | Final of 37/6 making \$20 for 1904                                                                | 4 1/2 %                                           | Tls. 450 buyers                      |
| Singapore Dispensary, Limited                                              | 600               | \$50     | \$50     | \$30,000                                                                                                                       | \$1,769                | \$4 for year ended 31.7.1904                                                                      | 7 1/2 %                                           | \$80                                 |
| South China Morning Post, Limited                                          | 6,000             | \$25     | \$25     | none                                                                                                                           | Dr. \$39,020           | None                                                                                              | ...                                               | \$25                                 |
| Neam Laundry Company, Limited                                              | 5,000             | \$5      | \$5      | none                                                                                                                           | \$3,644                | 60 cents for year ended 31.5.04                                                                   | 7 1/2 %                                           | \$8 buyers                           |
| Straits Ice Company, Limited                                               | 10,000            | \$5      | \$5      | none                                                                                                                           | ...                    | First year                                                                                        | ...                                               | \$74 buyers                          |
| Straits Trading Company, Limited                                           | 2,000             | \$100    | \$100    | \$200,000<br>\$75,000<br>\$50,000                                                                                              | \$700                  | \$10 for second half year 1904                                                                    | 13 1/2 %                                          | \$150 buyers                         |
| Tientsin Native City Waterworks Company, Ltd.                              | 2,941             | Tls. 100 | Tls. 100 | none                                                                                                                           | Tls. 2,025             | \$1 div. and 35 cents bonus for half year                                                         | 6 1/2 %                                           | \$2 1/2 buyers                       |
| Tientsin Waterworks Company, Limited                                       | 2,000             | Tls. 100 | Tls. 100 | none                                                                                                                           | Tls. 2,314             | Tls. 2 for half year                                                                              | ...                                               | Tls. 100                             |
| United Asbestos Oriental Agency, Limited                                   | 9,000             | \$10     | \$10     | Tls. 15,259<br>Tls. 34                                                                                                         | \$20                   | Final of Tls. 4 making Tls. 8 for 1903/4                                                          | 6 1/2 %                                           | Tls. 125                             |
| Do. (Founders')                                                            | 100               | \$10     | \$10     | ...                                                                                                                            | ...                    | \$0.50 for year ended 31.5.1904                                                                   | 10 1/2 %                                          | \$0.50 buyers                        |
| Watson, (A. S.) & Co., Limited                                             | 20,000            | \$10     | \$10     | \$200,000<br>\$25,000                                                                                                          | \$6,096                | Final of 60 cents making \$1 for 1904                                                             | 8 %                                               | \$12 ex div.                         |
| William Powell, Limited                                                    | 12,000            | \$10     | \$10     | \$120,000<br>\$10,000                                                                                                          | \$188                  | Interim of 50 cents for year 1904/1905                                                            | 10 1/2 %                                          | \$18                                 |



# The Hongkong Telegraph.

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Derelict Mines.

The Chinese Exclusion.

The Tientsin Race Squabble.

Japan's Trade with China.

The Fourth Baltic Squadron.

Japanese Government and the Export of Coal.

The Japanese at Port Arthur.

The Late Mr. A. P. Bullen.

Jottings from Japan.

The Singapore Docks.

H.M.S. *Barfleur* at Malta.

##### Commercial:—

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### BIRTHS.

On 8th May, at Chenchow, S. Hunan, the wife of the Rev. CHAS. H. DEAR, A.P.M., of a daughter (Ruth Augusta).

At Shanghai, on the 20th May, the wife of D. HAIMOVITCH, of a daughter.

At Shanghai, May 27th, the wife of Dr. A. P. PARKER, of a son.

At Singapore, the wife of CHARLES W. ANKRAM, of a son.

### MARRIAGES.

On 29th March, at St. Mary Abbots Church, Kensington, by the Rev. Canon Allen Edwards (cousin of the bridegroom), assisted by the Rev. R. Holmes, M.A., REGINALD NOBLE TRUMAN, of Tientsin, China, eldest son of Matthew Robinson Truman, of Ealing, to ESME THURSTON, elder daughter of Richard R. Dunlop, of 28, Avonmore Road, West Kensington, London.

On 12th May, at Brentford, FRANCIS FELIX, second son of the late Major-General John Fraser Raper R.A., to GRACE ETHEL, third daughter of the late Captain Alexander Day Harris, of Shanghai, China.

On the 17th May, at Singapore, F. H. MALCOLM STAVELAND, eldest son of Lt. Col. F. Staveland, (retired) former Chief Constable of the Police, Cheshire, to BEATRICE KERSHAW WALKER, eldest daughter of H. Kershaw Walker, Esq., of Regent's Park, London.

PETRIE-PARKER.—At Hongkong, on the 29th May, 1905, THOMAS PETRIE, Esq., of Zee, Forfar, Scotland, to LETTIE PARKER, widow of Charles Parker, of Taku, North China.—Japan papers please copy.

BATEMAN-HOLMES.—On the 31st May, 1905, at St. John's Cathedral, Hongkong, by the Rev. J. B. France, M.A., MURIEL WINIFRED, daughter of Mrs. Bateman, to HAROLD KENNARD, son of the late Henry J. Holmes.

### DEATHS.

On the 17th May, at Perthshire, Scotland, suddenly, JOHN SPINK NEAVE, late of Singapore, aged 62 years.

On the 18th May, at Taiping, Perak, PETER JOHN NELSON, Superintendent of Posts and Telegraphs, Taiping, Perak, aged 48 years.

## The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JUNE 3, 1905.

### THE PLAGUE.

(19th May.)

The official notifications of the number of plague cases reported in the Colony from day to day is evidence enough that the visitation of the disease this year has been a mild one, and the observations of H.B. the Governor at the meeting of the Legislative Council last week that it is noteworthy that there has been during the last six years a diminution year by year in the general death rate of the Colony, which, in 1904, was the lowest recorded, should go a long way to disprove the assertion that the plague continues to claim many victims in the Colony. We have noticed of late that several journals have been giving prominence to the recurrence of sporadic cases of plague while they appear to have gone out of their way to avoid referring to the general character as to the mildness of the disease. At the time of writing the last report to hand is up to and including noon to-day when the return of cases since the beginning of the year showed a total of ninety-eight. For the same period of 1903 there were no less than 935, while the first five months of last year showed a total of 182 cases. We cannot, of course, expect to be entirely free of the disease for some time; in fact, not until many of the insanitary and filthy dwellings in the crowded quarters of the City have been demolished and reconstructed on approved sanitary principles. With this end in view the Government is voting an annual sum of money for the redemption of these insanitary areas beside taking other important preventive measures. That the work has been meeting with success is evident to those who follow the weekly returns and compare them with those issued during the corresponding periods of last year and the previous five years. It is far from being in the best interests of the port for journals, on finding that one or two plague cases are reported, to jump to conclusions and publish news of a serious outbreak of plague while, as a matter of fact, the disease shows every indication of a most satisfactory decline on the number of cases recorded.

### THE NAVAL FIGHT.

(30th May.)

A further instalment of that exciting serial, the Russo-Japanese war, came to hand this morning in a lengthy official telegram received from Admiral Togo at headquarters and transmitted by the Japanese authorities to their representatives the world over. This despatch furnishes details of a two days' engagement between the rival fleets and one which it was believed would take its place with the decisive or epoch making sea battles of the world. The fight still continues and everyone is left in a state of breathless anticipation. Admiral Togo has realised that he can take no risks and, while there is no doubt that for the past few weeks he has been watching and waiting and warily laying his plans, it is equally certain that the same policy of cautious strategy, so far as his first fighting line is concerned, has been continued ever since the *Baltics* steamed into the southern China Sea. Immediately upon the receipt of the report that the enemy was in sight his combined squadron assumed the offensive and the *Nelson* of Nippon steamed out to give battle to the daring *Rodjestvensky*. Expecting with his small and less indispensable craft, which, of course, are more easily replaced, it is safe to assume that he has been taking no hazards; for at the outset he had five battleships pitted against eight of Russia. He has torpedo boats galore, and with these can harass the enemy and possibly sink several battleships, and then be on better than even terms. On the other hand, *Rodjestvensky* could afford to lose all his fleet if he should take Togo's battleships down with him or even sink three of them. The Russians may be poor sailors and the Japanese some of the best of sea fighters, but seven battleships were dangerous where the enemy only had five and no reserve. Togo realised this, and knowing that to lose the fight with the Admiral of the *Baltic* Fleets would be to lose the war, made a combined attack and after sunset sent in his destroyer and torpedo flotillas to sink the Russian ships. In such a manner the Japanese can make victory more certain than fighting any other way, and although at present we are told nothing of what the

"insignificant" damage to the Japanese ships amounts to details of the Russian losses point to a severe engagement in which one would imagine both sides had suffered heavily. Indeed, at a late hour last evening we received a wire from our special correspondent at Shanghai, stating that, "A wireless telegraph message received here by the British Naval Authorities confirms the report of a naval engagement having taken place. The Admiralty telegram states that both the Russian and Japanese fleets sustained very severe losses, and that neither can claim a decisive victory." This we hesitated to put into circulation in view of the improbability of the result attending the naval engagement and were justified in withholding it since on subsequent inquiry at the proper official source we were authoritatively informed that no confirmation of the news had been received by the Commander-in-Chief in Hongkong. In the same message it was stated that Admiral *Rodjestvensky* had been successful in fighting his way through the line of Japanese warships and had succeeded in reaching Vladivostok. This news is distinctly interesting, and while it has not yet been officially confirmed there does not appear to be inherent improbability in the story. We know that Rear-Admiral *Nebogatoff*, the commander of the recently arrived Third Squadron, has been captured and had *Rodjestvensky* met with a similar fate the news would have reached us ere this. Meanwhile the battle continues with the Russian strength reduced in her most formidable units and while some of the older craft have either gone to the bottom or into Japanese possession there is still a likelihood that, joined by the Vladivostok ships, the *Baltics* may be able to prolong the fight which must now be regarded as outranking in its far-reaching significance any of the events that have marked the progress of the war.

### HOUSE ACCOMMODATION IN HONGKONG.

(31st May.)

We believe it to be a principle well recognised and put into practice in all Parliamentary assemblies that where individual interests may be affected by any question at issue before the meeting that the person having such interest abstain from voting or taking part in the discussion. This is a matter that has, on and off, been brought up at the Legislative Council and members have on several occasions not recorded their votes when such matters have cropped up wherein their interests appear to be at stake. At a meeting of the Sanitary Board yesterday afternoon the question of the alteration of the Hongkong Hotel was brought up for discussion in connection with certain plans submitted by the Hotel Company's architects for the rebuilding of their original premises overlooking Queen's Road Central. One of the unofficial members in a minute strongly opposed the application for a certain modification of the Public Health and Buildings Ordinance, and supported his written views in the debate in the Board room. We do not imply that the member was actuated by any other motive than that of the service of the public interest in formulating his opposition to Messrs. Palmer and Turner's application on behalf of their clients. The Sanitary Board is given discretionary powers to limit the height of buildings in Hongkong in accordance with their views, and it appeared that the gentleman in question was not for a modification of the Ordinance in order to enable the old block of the Hotel to be rebuilt in accordance with the plans submitted which support an application that the building might attain a height of 104 feet, or some 28 feet in excess of the limit prescribed for the highest building under the Ordinance. Amongst the reasons assigned by the speaker in opposition were that by increasing the height of the building still more light would be shut off from the offices in Queen's Road, and that the demand for the accommodation of Europeans in the Colony was not in excess of the supply, a point which he argued was disproved by the recent closing of a hotel and a boarding house. They were asked, he said, to allow an infringement of the Ordinance and close their eyes to injury to surrounding buildings. How the speaker can be supported in his statement that the provision of house accommodation for the European class is in excess of the demand anyone at all acquainted with the Colony will be at a loss to discover. It is a notorious fact that houses for Europeans in Hongkong are becoming more and more scarce thus permitting of that steady and ever-increasing appreciation in the rents which has earned for Hongkong the unique distinction of being perhaps the most expensive Colony in the East in the

question of house rents. He cites the columns of the local Press to bear out the statement that a number of vacant houses are available on the Island for European accommodation, but he fails to attribute the reason why such houses are vacant. There may be a lurking suspicion that if the true cause is revealed it may be found that either the rental exacted by the landlords is in excess of prospective lessees' ideas of the premises worth, or that those residences are situated in such a locality as might have earned a notoriety for insalubrity. One of the reasons assigned for the building of the new tramway to the Peak is that a greater building area might be rendered accessible for the accommodation of the European inhabitants of the Island. That does not show that the supply of houses is in excess of our present or future requirements. The steady influx of Europeans into the Colony all tend to prove that, if anything, Hongkong stands in need of greater housing accommodation and that time is being taken by the forelock by those whose business it is to meet such demand. The extensive building operations on the Kowloon Peninsula justifies the assumption, and hence the belief is almost universal that Hongkong's population must be provided for with suitable buildings. The allegation that a small hotel and a boarding-house have recently been closed hardly supports the contention that accommodation is already ample enough for our present requirements. The speaker did not mention private hotels that have sprung up to take the place of those closed. The two establishments in our immediate neighbourhood appear to make up for the deficiency caused by the closing of the premises to which he referred. If it is urged that one of those amalgamated hotels replaces a former residential establishment it could also be said that the original Waverley was replaced by its namesake. There are a hundred and one reasons why a person's establishment should be closed down, and it is hardly fair to attribute it to an excess of supply over the demand when a management proposes to give up business, probably after having amassed a comfortable competence during the time of the existence of his business.

### EFFECTS OF THE FIGHT.

(1st June.)

The latest accounts which have come to hand assuredly point to the fact that the Japanese gained one of the greatest naval victories of modern times. It was absolutely crushing. Only three vessels, we are told, escaped. The remainder of the *Armada* is either at the bottom of the sea, or in Japanese harbours. The scene at the fight must have been absolutely terrific; the thunderous blows dealt by the Japanese marksmen would have demoralised far more efficient fighters than the Russians. It was generally conceded when the *Baltic* Fleet passed through the Straits that the patient and virile Admiral Togo was only waiting his opportunity to demolish his enemy; but even the most loud-voiced partisan of the Japanese hardly dared to believe that the defeat of the Russians would have been so complete. It was argued that if even part of *Rodjestvensky's* squadron got through to Vladivostok the great aim and object of the Russians would have been attained. It was freely granted that the ancient and worn-out craft which formed part of the Fleet might become a target for the Japanese; and it was suggested that *Rodjestvensky* could well afford to leave them to their fate if he succeeded in rushing his first class battleships, cruisers and torpedo boats into Vladivostok. Under these circumstances a partial defeat would have been in some respects a victory for the Russians. But all these fine theories and arguments were flung to the winds by the cannon of Togo's warships. We have learned the news of the captured vessels and prisoners, but what of those who found their last resting-place in the sea? If the reports received up to the present can be absolutely relied upon—and there is no reason to doubt them in the slightest degree—the holocaust when vessels were being blown up by mines, torpedoes and submarines must have been frightful. We have yet to learn the extent of the Japanese losses. Admiral Togo is waiting for complete reports of the "insignificant loss" which he already reported, but curious stories are continually coming in to the effect that the Japanese lost several vessels in the fight. That might be probable; but the Japanese came through the storm of shot and shell with a loss of only three torpedo boats and a casualty list, up to the 31st May inclusive, of 800. This is an achievement little short of miraculous. However, we have no Russian report telegraphed over the world, and we can only trust to the

future to enlighten us as to the exact state of the losses. And now *Rodjestvensky* is a prisoner in the hands of the enemy, having been severely wounded. It had been freely stated that the Russian Admiral was in bad health. Anyone who had considered his fate never doubted the rumour. Sent out on a long and hazardous journey, the hope of his master the Tsar, and the last beacon-light of his fellow-countrymen, Admiral *Rodjestvensky* might well worry himself sick of a fever. He had to find out the character of his boats; he had to lick a lot of ignorant landsmen into something like fighting shape; and he had to evade, if he could, the dexterous Japanese. He did his best, no doubt; but night and day he must have been at his wits' end wondering what the result would be. It was also rumoured that some of his own commanders were not on the best of terms with their chief; that, indeed, they sought to thwart him in every way they possibly could. That may be only an idle rumour, but if there was even a suggestion of insubordination, the Admiral's task was immensely increased. We are told that he was severely wounded, which would appear to show that at any rate he tried to do his duty and failed. He had a Herculean work to perform and only a man's arm with which to perform it. It must be a dreary pillow on which rests the Admiral's head in a Japanese hospital. True he did not brag about fighting to a finish, and having nothing to do but die for Tsar and country, as *Stoessel* did, but his fate has been worse, and one wonders what it will be if he ever returns to Russia, that land of unfulfilled hopes. By this time *Birleff* should be in Vladivostok looking for his phantasm command. Even the three vessels, which escaped to Vladivostok will prove no addition to the northern fleet, for the simple reason that the crews will be absolutely demoralised by their experience in the Yellow Sea. The Russians would seem to have only one way before them—to make peace with as much honour as the Japanese are willing to accord them. It may be galling, but to the average onlooker it appears as if Russia had met her Waterloo. How she can hope to rehabilitate herself in the eyes of the world it will be interesting to see; but that her power both by land and sea is gone for some decades to come must be apparent to the most casual observer. As for Admiral Togo, he has been hailed as another Nelson, but we cannot compare the days of Nelson with the present time. The conditions are absolutely different; only one feature is common to both—intense patriotism and fierce love of battle. The Japanese may well be left fitly to honour their doughty hero, whose task is now apparently done.

### NEW TERRITORIES LAND BILL.

(2nd June.)

Many in Hongkong will support and admire the vigorous remarks of the Hon. Mr. Robert Shewan, at the Legislative Council meeting yesterday, with reference to the New Territories Land Bill, 1905. According to the statement of the Attorney-General, the Bill is a most innocuous measure, designed merely to benefit the poor struggling peasants in the New Territories. When disputes arise, as apparently they do even in the New Territories, they may "be dealt with satisfactorily, cheaply, easily and summarily" under the provisions of the Bill. Clear and simple forms of conveyances and other deeds dealing with the transfer and mortgage of landed property are provided; and an officer is to be empowered to decide and settle minor questions on the spot, so that altogether the Bill would at first sight seem to be wholly admirable. But as Mr. Shewan pointed out there is in the Bill a dangerous sub-section which runs as follows: "Upon the application of the Crown Lessee of any land in the New Territories, the Governor may, on such terms as he shall think fit, exempt the said land from the provisions of this Ordinance by a memorandum in writing under his hand, written in or upon the Crown Lease of the said land." In other words, after providing all the necessary machinery to deal in simple, summary, and easy manner with land questions in the New Territories the very Bill which proposes to effect these reforms contains a clause which allows the Governor to nullify the entire scheme. In his reasons for the Bill, the former Attorney-General, Mr. E. H. Sharp, K.C., stated that "As some owners in the New Territories will probably prefer to hold under the usual law of the Colony, and have acquired their land in the belief that they would do so, it is proposed that the Governor should have power to exempt any particular lots from the operation of the Or-

inance." That on the face of it is a curious statement to make, and Mr. Shewan hit the nail on the head when he asked: "Who are the owners who are so good as to prefer the usual law of the Colony, and who are those for whom it is not good enough?" Exactly; who belong to this privileged class who may set themselves up as social superiors above the law, and who are they that are to be cast down? Naturally, if a landowner saw that it would be to his advantage to adhere to the laws of Hongkong he would be averse to any scheme which brought him under new conditions and set new machinery in force, the character of which he could not understand nor the working foretell. It is not, of course, suggested for any instant that there would be any abuse of the powers conferred on the Governor, whoever he might be at the time, but the inclusion of such a clause reduces the Legislative Council to the level of what Sir Henry Blake, in a speech to the Legislative Council of Jamaica, once described as a "mere debating society." It should not be forgotten that the Government, when such power as is now sought has been given, have not always been careful to tread within the limits of the principle under which the power was conferred. It is possible, under this Bill, absolutely to ignore the intentions of those who framed and passed the Bill and to evolve an entirely new set of conditions which were never contemplated at the outset. The very fact that there are liable to be two classes of landowners sitting side by side is vicious; for it is calculated to breed envy, hatred and all uncharitableness among the landowners, to engender a spirit of resistance to the authorities, and to encourage a quarrelsome temperament among the people which can bode no good for the Government or its officials. Reference was made by Mr. Shewan to the Building Ordinance and he gave an example, or was in course of attempting to give an example, when called to order, of how that Ordinance had been made to serve the requirements of the moment. The Hon. Dr. Ho Kai and the Hon. Mr. Wei Yuk as representing the Chinese community supported generally the principle of the Bill, but they paid no heed to the specific clause cited by Mr. Shewan. Dr. Ho Kai, however, admitted that there were several points that required more careful consideration and it will be interesting to see what changes the Bill will undergo before it passes the third reading. As we all know, the only changes that are usually made to Bills that come before the Legislative Council are a shifting of a comma or the elimination of a consonant; the grammar is always so impeccable that it never has to be tampered with. If this Bill is subjected to anything like amendment the fact will be noted as something unusual. So long as the clause quoted by Mr. Shewan remains in the Bill it will be competent to criticise the principle as a whole and we can only trust that the representative members of the Council will view the matter in that light. The Bill may be good in itself; its provisions may aim at benefiting the peasants; but as it stands it is absolutely unsatisfactory and contrary to the precedents of British legislation.

### DEPARTURE OF THE "HARDINGE."

The undermentioned troops left yesterday per R.I.M.S. *Hardinge* for India:—The 11th Mahratta Light Infantry for Bombay.—Lieut. Col. F. W. J. Caulfield, Capt. T. H. Britten, Capt. H. C. Hill, Lieut. P. M. Heath, Lieut. L. H. Branson, Lieut. G. E. P. Davis, Lieut. C. C. J. Barrett, Capt. L. P. S. Phipps, 14 native officers, 678 N. C. O.s and men, with 70 followers. The 93rd Burma Infantry for Rangoon:—Lieut. Col. G. Rodcliff, Major S. R. Stevens, wife and child, Major M. R. Hurley, wife and 2 children; Capt. J. H. Whitehead, Lieut. E. Carleton, Lieut. H. W. F. Ricketts, Lieut. E. Burd, and Lieut. F. L. Dyer, Major P. C. H. Strickland, I.M.S. wife and child, 14 native officers, 677 N. C. O.s and men, and 100 followers. H.K.S.B.R.G.A.:—Two gunners for discharge.

Mr. Reuben David Sassoon, of Queen's-gardens, Hove, and of 14, Pall-mall, S.W., a director of Messrs. David Sassoon and Co., merchant bankers, of London, Bombay, and elsewhere, who died last March, left estate of the gross value of £99,377, of which the net personalty has been sworn at £14,722. Probate of his will, with three codicils, has been granted to his son Mr. David Sassoon, of Queen's-gardens, Hove; his brother, Mr. Arthur Sassoon, M.V.O., of 2, Albert-gate, S.W., and Mr. Maurice Elias Gubbay, the testator's nephew, Sir Edward Sassoon, M.P., having renounced probate. The testator bequeathed £750 to his butler, £500 to his valet, £300 to his wife's maid, £300 to his head housemaid, and one year's wages to each of his other servants. He left his jewels to his trustees for distribution at their discretion amongst the members of his family, and he bequeathed to his wife £10,000; to his daughter, Louisa Judith Sassoon, £20,000; to his daughter, Rachel Ricardo Manot, £10,000; and to each of his grandchildren, Harold Manot, Vera Gubbay, and Cyril Raphael, £1,000. All the residue of his estate he left to his son Mr. David Sassoon, absolutely.



## GASCOIGNE ROAD, KOWLOON.

The following copy correspondence has reached us from the office of the Colonial Secretary:

Letter from H.E. the Governor to Major-General Sir W. J. Gascoigne, of 24th March, 1905.

Government House,  
Hongkong, 24th March, 1905.

Sir,—I have the honour to transmit the enclosed copy of Government Notification No. 156 and to inform you that the main thoroughfare recently opened across the Kowloon Peninsula has by my direction been named Gascoigne Road in commemoration of your connection with the dedication to the Public of the King's Park which the road partly traverses.

—I have, etc.

(Sd.) M. NATHAN,  
Governor, &c.

Major-General W. J. Gascoigne,  
London.

Reply from Sir W. J. Gascoigne.  
2028/05—C.S.O.

13, South Street,  
Park Lane, W.,  
28th April, 1905.

Sir,—I have the honour to acknowledge the receipt of Your Excellency's letter of 24th ultimo numbered above.

It is with very great pleasure that I learn that through Your Excellency's kindness a road across the Kowloon Peninsula has been named after me, thereby associating me with a Colony in which I passed five of the happiest years of my life.

I beg to express to Your Excellency my great thanks for your kindness in allowing this honour to be accorded to me.—I have, etc.

(Sd.) W. J. GASCOIGNE,  
Major-General.

## THE FOURTH BALTIC SQUADRON.

The *China Gazette* of 22nd inst. prints the following editorial:—The information published in another column concerning the immediate sailing of the Fourth Baltic Squadron for these waters, will doubtless come as another great shock to the blind believers in and worshippers of Japan. The news that this formidable little squadron is already ready to set sail, and that it will start upon its journey to reinforce the strong fleet formed by the First, Second, and Third Baltic Squadrons now manœuvring in Indo-China waters under Admiral Rodjensky, will, we imagine, prove almost as great a surprise to the general public in the Far East as did the sudden emergence of the much derided Baltic Fleet from the Malacca Straits on that memorable 8th April, when the hitherto readers of the carefully fanned press were expecting every moment to hear of that same fleet reaching Suva, homeward bound, recalled in despair and confusion, as they were daily and hourly told it would assuredly be.

The other day we were told that the Fourth Squadron might be ready to sail in the autumn. It is ready to sail now. Only a few stores and fittings remain to be put on board and then we expect it to set sail at the end of the month. The addition of three such battleships as the *Paul I.*, the *Slava*, and the *Imperator Alexander II.* to Admiral Rodjensky's already powerful fleet will give him an overwhelming strength in battleships, which will be a warm ship of this class, does not face in line of battle but will be compelled to dodge and seek to damage by mines, torpedo attacks, by wiles and stratagems. The *Paul I.* is a magnificent new vessel of 16,700 tons, or 300 tons bigger than the largest British battleship now afloat, while the *Slava*, with her 13,600 tons, is a sister ship of the new Russian flagship the *Kniaz Suvaroff*; each carries four 12-inch guns, while the third battleship the *Alexander II.* almost 10,000 tons, (or about the size of our *Centurion*), which formerly had two 12-inch and four 9-inch guns, has since been rearmament with more effective modern batteries. The cruisers *Pamiat Azova* and the *Admiral Korniloff* are both powerful and useful ships if not quite new, while the fleet will be further strengthened by ten of the newest pattern destroyers of very high speed.

Such valuable and heavy reinforcements are certainly worth waiting for, and as they may be expected to reach Indo-China waters in about six or seven weeks from now, the idea naturally suggests itself whether Admiral Rodjensky will not wait for the Fourth, as he has waited for the Third Squadron. After all, a month and a half or two months more will not make any great difference in the military situation, and seeing the enormous addition such a formidable squadron would be to his present strength, and that all the talk about the Japs being able to take Vladivostok in double quick order—seeing that they took a year to take Port Arthur so much nearer their base—is sheer nonsense, it would not surprise us in the least if we heard any day that the Russian Admiral would profitably pass the time in perfecting his various squadrons in manœuvring together in southern waters, until the formidable Fourth Squadron shall have time to join him.

The equipment of these enormous naval reinforcements from Russia's yards, surely gives the lie to all the many reports we have had from Reuters and the Japped press agencies and papers about the utter chaos in Russia, the revolutions and strikes, which we were told were crippling all her powers of recuperation and the resources of her navy yards. The result as expressed in new ships in commission gives all these stories the lie emphatic and direct. Nor have they the Japs any good. They quite believed Russia could not send out any more ships.

The prospect of Admiral Togo successfully opposing such an overwhelmingly strong array of battleships, or of breaking up the formation of Rodjensky's advance, would then be exceedingly remote indeed. It looks now that if some of the people in authority in Russia at first seriously underestimated Japan's military resources, Japan has likewise committed a fatal blunder in underestimating Russia's naval powers of recuperation, and that made a deadly mistake in thinking that the badly equipped, unready Port Arthur Squadron once disposed of, Japan would lay undisputed claim to the mastery of the Eastern Seas. She herself can get no more battleships or big cruisers during the continuance of the war, and unless there is no means open to her to stay the deadly progress and deliberate steps by Russia for the recovery of the command of the sea, temporarily wrested from her not by the Japanese navy but by the incredible sacrifices and stupendous efforts of the Japanese Army. Seeing now that so far all efforts to embroil France by the most petulant course of complaints about breaches of neutrality have failed, and that Admiral Rodjensky has so far received only what Japanese ships would be equally entitled to receive under French laws of neutrality, we do not think Japan need count any longer upon getting her ally's aid in staying the progress of Russia's avenging Armada, which, but accidents, has now all the chances in its favour, and will be still more invulnerable.

able to all the gallant Togo's attacks and skilful plots in another two months' time.

We learn that the Fourth Baltic Squadron, consisting of two new first-class, one second-class battleships, two cruisers and ten new destroyers, is now practically ready to sail from Cronstadt. Only the finishing touches remain to be put upon some minor work and the balance of the service equipment to be placed on board by the naval contractors when the ships will be ready to sail, which will be before the end of the present month. They will then come out at their best speed and are expected to reach Far Eastern waters in about a month-and-a-half or two months.

The fleet consists of the new first class battleships:—  
—*Paul I.*, 16,700 tons, four 12-inch guns, 18 knots.  
—*Slava*, 13,600 tons, four 12-inch guns, 18 knots.  
The second-class battleship *Imperator Alexander II.*, 9,927 tons, two 12-inch, four 9-inch guns, 16 knots.  
The *Pamiat Azova*, armoured cruiser, 6,673 tons, two 8-inch, thirteen 6-inch guns, 19 knots.  
The *Admiral Korniloff*, armoured cruiser, 5,000 tons, two 8-inch, fourteen 6-inch guns, 17 knots.  
Ten new destroyers of over 30 knots.

## JAPANESE GOVERNMENT AND THE EXPORT OF COAL.

## MESSAGERIES MARITIMES CONTRACT.

Since the Baltic squadron made its appearance in the China Sea, there has been some apprehension among Japanese that the Russians would indirectly receive supplies of Japanese coal from Japan. Such coal sold to foreigners and shipped to Hongkong, Singapore, and other ports of the China Sea might be supplied to the Baltic squadron, which could be done by the Japanese authorities to prevent it. This was the general opinion, but the Japanese Government has, now decided to investigate into the quality, price, buyer and destination of coal exported from this country and to stop shipments the destination of which is thought to be inimical to the interests of Japan. These are announced extraordinary administrative measures in time of war. In compliance with this decision the shipment of a cargo of Buzen lump coal, which was to be shipped by the *Moji* branch of the Midzushima Shosen, a coal firm in Sakayama, Kobe, for Saigon, in contract with the Messageries Maritimes, has been stopped by the authorities.

According to the *Osaka Mainichi*, to which journal we are indebted for the above information, Midzushima Shosen had for ten years held a contract with the M.M. Company for the supply of coal to its fleet, the coal to be delivered at Hongkong, Singapore, Saigon, and Kobe. Last year the Mitsui Bishi Company supplied the coal required at Saigon, but this year the Midzushima Shosen was again successful in its tender. The quantity of coal to be delivered at Saigon this year was 10,000 tons, of which 4,500 tons were shipped on April 13th. Recently the Midzushima Shosen chartered the British steamer *Hatana* for shipment of coal from *Moji* to Saigon at \$3.30 per ton. The steamer arrived at *Moji* on the 13th instant, and the Midzushima Shosen applied to the Japanese Customs for permission to ship to Saigon 4,500 tons of the best Buzen lump coal in addition to 700 tons bunker coal for the steamer. Usually a permit is given at once, but this time it was delayed and the shipper was told that in view of the present situation of affairs he had better apply for permission to certain authorities. On the 14th instant application was made to the authorities, and on the following day the application was returned with a note to the effect that the shipment of coal by the *Hatana* would not be allowed, and that an explanation would be given on application to the Home Minister. A few minutes afterwards the *Moji* Police telephoned that the shipment of coal by the *Hatana* should be postponed until further instructions from the Governor. The matter was communicated to the head office of the coal company at Kobe, and the loading of the steamer stopped. Nothing being heard from the Governor on the afternoon of the 16th the Midzushima office at *Moji* telegraphed to the Governor asking for an explanation of the stoppage, and explaining that the detention of the steamer would result in heavy losses to the firm. In about an hour a reply was received stating that the shipment was stopped in compliance with instructions of the Government. Thereupon, the Midzushima Shosen immediately gave notice to the M.M. Company and the master of the *Hatana* cancelling the contract and charter-party. The contract entitled the firm to take this course if unable to fulfil its agreement by *vis major*, such as the collapse of the colliery or the prohibition by the Government of coal shipments.

The *Osaka* journal adds that when the contract was accepted towards the end of last year, the coal market was extremely depressed and the Midzushima firm entered into competition with the Mitsui Bishi, so that the contract was taken at a very low rate. The contract works out at about ¥1.50 per ton below the price now ruling, and if the coal can be sold otherwise the Midzushima Shosen will, according to the calculation of our contemporary, gain about ¥10,000 by the Government's prohibition.

We find upon making inquiry at the Kobe agency of the M.M. Company that the above account, while substantially correct, is inaccurate in some particulars. In the first place the Midzushima Shosen did not ship any coal on the 13th ult., as stated above, and no separate cargo of 4,500 tons was to be dispatched. While the *Hatana* was loading the company were unable to obtain the usual clearance permit of the authorities, and in due course learned that the cargo could not be cleared. This will not seriously affect the M.M. Company, as the coal supply at Saigon is ample. It is thought that the embargo of the Government will soon be removed.—*Japan Chronicle*.

## AN UNSUCCESSFUL ATTEMPT AT RESCUE.

A Canton letter states that on the 9th instant while a body of troops encircled the execution ground of Shihwanhaiang, (Cantonese Coll. Shekwanphoon) in the Nanyanghien (Coll. Nambho) district of Canton city, where three bandits were about to be beheaded, a number of their comrades suddenly broke through the cordon and carried off one of the doomed men. It so happened that this was not done until two of the three had already fallen under the executioners' heavy two-handed sword. This gave the opportunity for the audacious rescuers. The bandits were too weak in numbers to maintain a successful rear guard fight as it were, with the result that while four bandits were killed outright in the fight the soldiers managed to recapture the rescued man alive and also one of the rescuers. The sentence was then carried out "as previously arranged," with the addition that the man who was taken at the same time was also beheaded.—*N.Y.C.D.*

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## THE BALTIC FLEET.

## BIRILEFF'S APPOINTMENT.

## LESSONS FROM PORT ARTHUR.

## RODJESVENSKY'S ILLNESS EXAGGERATED.

## [From Our Special Correspondent.]

Shanghai, 27th May, 3 p.m.

The appointment of Admiral Birileff to the command of the Pacific squadron, including the Vladivostok and Baltic fleets, was solely prompted in view of the lessons derived during the operations at Port Arthur when, after the death of Admiral Makharoff, the Russian fleet was left without a commander-in-chief, and with a view of placing him in command of the northern section of the combined fleets of Russia when the Baltic Squadron, under Admiral Rodjensky, effects a junction with the remnant of the Vladivostok Squadron at their base.

The report of Admiral Rodjensky's illness, which has persistently found its way into certain inspired journals, is considered to be a grotesque exaggeration of fact.

The Admiral is in the best of health.

[Admiral Birileff started for Vladivostok on 26th inst. According to a London wire of 26th inst. it was stated that numerous correspondents at St. Petersburg affirm that Admiral Rodjensky is suffering from an internal disease and nervous breakdown. The Admiral hopes to be able to take the fleet to Vladivostok and then resign his command and return to Russia.—*Ed., H.K.T.*]

\* Received too late for publication on Saturday.

## SHIPPING DEMORALISED.

## RECALCITRANT SEAMEN.

## [From Our Special Correspondent.]

Shanghai, 27th May.

The appearance of the Baltic Fleets in these waters has utterly demoralized the shipping business.

The crew of the str. *Beurortich*, which has been chartered as a mail boat by the Nippon Yusen Kaisha, have refused to proceed to Japan because they allege the steamer is basically carries contraband of war, including munitions.

## CONDITION OF RUSSIAN SHIPS.

## STATEMENT BY OFFICERS.

## [From Our Special Correspondent.]

Shanghai, 27th May.

The cruisers *Rion* and *Smolensk* have escorted the colliers into Woosung.

The officers aboard of the coal steamers report that the Baltic warships are in splendid fighting condition.

## THE SITUATION AT SHANGHAI.

## UNCHANGED ON SATURDAY.

## [From Our Special Correspondent.]

Shanghai, 27th May.

The various stories as to the proximity of the fleets off Shanghai have not been substantiated and reports of engagements between Japanese and Russian ships are so far without foundation. Every tug-boat and steam-launch available has been chartered by Japanese officials and their agents who have surrounded the Russian vessels.

The Chinese here are non-plussed at the appearance of the Russian flag which they thought had disappeared from these seas for ever.

## JAPANESE CONSUL AND COLLIERIES.

## ACTION BY CHINESE.

## [From Our Special Correspondent.]

Shanghai, 27th May, 5.30 p.m.

At the instigation of Mr. Odagiri, the Japanese Consul-General, the Chinese authorities here have refused to allow the Russian colliers the entry of the port in the usual Customs way.

(In a late issue of the *China Gazette* we find it stated that Mr. Hobson, the Commissioner of Imperial Maritime Customs, has refused to exact any bond from the shippers that any coal they carry is not intended for the belligerents before the issuance of the clearance papers, until he bears from Peking, The Taotai, at the instance of the Japanese Consul General, intends to prohibit the export of coal from Shanghai. According to the *Sin Wan-pao* the Viceroy of Nanking wired to the Taotai that the former had been informed by Mr. Odagiri that indisputable evidence has been obtained through his foreign and native spies that coal has been smuggled out from Shanghai to the Russian Fleet. The Viceroy instructed his subordinates that no ship must be allowed to leave Shanghai with coal unless the shipper gives sufficient security that it is not consigned to the Russians.—*Ed., H.K.T.*]

## REPORTED NAVAL ENGAGEMENT.

## RESULT UNKNOWN.

## [From Our Special Correspondent.]

Shanghai, 20th May.

It is reported that ships of the Russian and Japanese Fleets have been engaged forty miles north of the Suddles.

The result is at present unknown.

## RUSSIAN SHIPS OFF WOOSUNG.

## TRANSPORTS REFUSE TO LEAVE.

## [From Our Special Correspondent.]

Shanghai, 20th May.

There were twenty Russian ships lying off Woosung on Sunday.

Notwithstanding the protests of authorities the transports refuse to leave.

The officers on board declare that they are in need of coal and provisions.

## RUSSIAN WARSHIPS SUNK.

## IN TSUSHIMA STRAITS.

## [From Our Correspondent.]

Shanghai, 20th May, 2.35 p.m.

In a naval encounter in Tsushima Straits five Russian warships have been sunk.

## RUSSIAN TRANSPORTS DISARM.

## The Russian transports at Woosung have surrendered (sic).

(In the text of the message the word "surrendered" is used by our correspondent, who evidently meant to say that the transports have been disarmed in consequence of the pressure exercised by the Chinese for the due observance of the neutrality of the port.—*Ed., H.K.T.*]

## FIRING OFF WOOSUNG.

## Firing has been heard off Woosung.

## THE NAVAL BATTLE.

## A RUSSIAN VERSION.

## ALLEGED JAPANESE LOSSES.

## [From Our Own Correspondent.]

Shanghai, 30th May, 2.25 p.m.

The transport *Korea* and the mining tugboat *Servi* have arrived at Woosung.

The officers report that three Japanese warships were sunk by the Russian fleet within half an hour of the commencement of the engagement of Saturday last.

They further alleged that five of the Japanese ships are missing.

## FURTHER ALLEGATIONS.

## SUBMARINES REPORTED USED.

## BATTLESHIPS TURN TURTLE.

## [From Our Special Correspondent.]

Shanghai, 30th May, 4.45 p.m.

The collier *Korea* has arrived here from the straits of Tsushima with a hole in her bows.

She came in flying the Russian commercial flag.

The Russians say that the Japanese lost three large ships during the engagement of Saturday last.

They further assert that submarine boats were used both by the Russian and Japanese navies.

The Russian battleship *Orel* is on fire, while the battleships *Nicholai I.* and *Oslabna* turned turtle after striking a mine or coming in contact with a submarine.

[According to the information received by the Consul for Japan the *Orel* and *Nicholai I.* surrendered and were subsequently taken to Sasebo.—*Ed., H.K.T.*]

## [Official Telegrams.]

## DETAILS OF THE BATTLE.

## THE RUSSIAN LOSSES.

## FIGHT STILL IN PROGRESS.

## OFFICIAL NEWS.

Tokio, 29th May, 4.15 p.m., (received 0.20 a.m. 30th.)

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

The reports from Admiral Togo received at the Headquarters are as follows:—The first report received on the morning of May 27th states that immediately upon receipt of the report that the Russian squadron was in sight, our combined squadron started for an attack.

The weather is fine, but with heavy seas. The second report, received on the night of May 27th, states that the combined squadron attacked the Russian squadron to-day near Okinoshima (South-east of Tsushima) and defeated it, sinking at least four ships and inflicting heavy damage upon the others.

The damage to our ships is insignificant. Our destroyer and torpedo flotilla destroyed an attack after sunset.

The third report, received on the morning of May 28th, states that the main force of our combined squadron, had continued the pursuit since the 27th inst., and attacked on the 28th instant, near Liancourt Rock (North-east of Okinoshima), a group consisting of *Nicholai I.* (battleship), *Orel* (battleship), *Senyavin*, *Apraxin* and *Isumrud*, while in the engagement the *Isumrud* fled and the remaining four vessels surrendered. No damage to our ships was sustained.

According to the statements of prisoners, the vessels sunk in the engagement of May 27th were: *Borodino* (battleship), *Alexandre III.* (battleship), *Zemichug*, and three other ships.

Rear-Admiral Nebogatoff and about 2,000 other Russians were taken as prisoners.

The following is the damage suffered by the enemy in addition to those given in the above:—

Since the commencement of the battle, as reported by the commanders not under immediate command of Admiral Togo and by the observation stations, *Admiral Nakhimoff*, *Dmitri Donskoi*, *Svetlana*, *Admiral Ouskoff*, *Kametchaka*, *Iutishush* and three destroyers were sunk. *Vladimir Monomach* foundered after capture.

One special service ship whose name is unknown and one destroyer were captured. The Russian losses definitely known so far may be classified as follows:—Two battleships, 1 coast defence ship, 5 cruisers, 2 special service ships and 3 destroyers were sunk. Two battleships, 2 coast defence ships, 1 special service ship and 1 destroyer were captured.

It is not yet clear whether three vessels, as stated by the prisoners to have been sunk, are included or not in the above list. There are more than 1,000 prisoners besides 2,000 taken by the main force of our combined squadron.

The naval engagement is still in progress, so that it will take some time before the final results can be known.

\* The *Nicholai I.* is a battleship of 9,672 tons, and was built in 1893. The *Orel* is also an up-to-date vessel having been built last year. Her tonnage is given at 13,516 tons. The *Admiral Senkulin* and the *Admiral Apraxin*, however, are small vessels, which can hardly be regarded as battleships in the accepted sense of the word. The first named was built in 1892, and has a displacement of 4,200 tons, while the second was launched in 1895, and is of 4,260 tons. It is significant that, besides being comparatively small boats, they carry very little coal. The *Isumrud* which escaped is a protected cruiser and was only built last year. The *Borodino* and the *Alexander III.* which it is reported were sunk on the 27th inst. were sisterships of 13,516 tons, built in 1904. The *Zemichug* was also a new vessel, a protected cruiser of 3,100 tons launched last year. The remainder of the vessels which are stated to have been sunk were only fourth-rate warships of no power or speed. For instance, the *Admiral Nakhimoff* is described as a battleship, but as she was built in 1888 and was only of 3,500 tons displacement, she must have been a rather antiquated vessel. The *Dmitri Donskoi* was even more aged, having been built in 1885, her tonnage being 5,860 tons. The *Svetlana* was an 1897 boat, of 3,318 tons, while the so-called battleship *Admiral Ouskoff* was one of a batch launched in 1895 of 4,260 tons. The *Kametchaka* was only a repairing ship; while the *Vladimir Monomach* which foundered after capture dated from 1875 and was of 6,601 tons. (The above despatch was issued in a "special extra" early this forenoon.—*Ed., H.K.T.*)

## COMPLETION OF JAPAN'S VICTORY.

## RUSSIAN ADMIRAL A PRISONER.

## AND SEVERELY WOUNDED.

Tokio, 30th May, 7.45 p.m., (received 4.50 a.m. 31st.)

The fifth report from Admiral Togo, received on the afternoon of the 30th instant, states that the main force of our combined fleet, upon accepting the surrender of the remaining Russian main force near Liancourt Rocks, on the afternoon of the 28th instant, as already reported, stopped the pursuit and, while engaged in the disposition of the surrendered ships, found in the southwestern direction a coast-defence ship, the *Admiral Ouskoff*.

Thereupon the *Iwate* and *Yahomo* were immediately despatched to pursue and invited her to surrender; but the invitation being refused they sank her at 6 p.m. and rescued her remaining crew of over 300 men.

The cruiser *Dmitri Donskoi* was also found at 5 p.m. in the north-western direction and was immediately overtaken and fired upon vigorously by our Fourth Division and the second destroyer flotilla. She was attacked at night by the second destroyer flotilla and found on the next morning aground at the south-eastern shore of Ureung Island off the Korean coast.

Our destroyer *Sasomami* captured, toward the evening of the 27th instant, south of Ureung Island, the Russian destroyer *Bidayov* wherein were found Admiral Rodjensky and another Admiral, both severely wounded, together with 80 Russians, including the staff officers from the Flagship *Kniaz Suvaroff* which was sunk on the 27th instant; they were all taken as prisoners.

Our cruiser *Chitose*, while cruising northward, on the morning of the 28th instant, found and sank another Russian destroyer. Our cruiser *Nitaka* and the destroyer *Murakumo* attacked, also at noon of the 28th instant, a Russian destroyer which finally went aground.

According to various reports hitherto received and statements of the prisoners the result of the battle of the 27th to 28th inst. is as follows:—

*Kniaz Suvaroff*, *Alexandre III.*, *Borodino*, *Dmitri Donskoi*, *Admiral Nakhimoff*, *Vladimir Monomach*, *Zemichug*, *Admiral Ouskoff*, one converted cruiser and two destroyers were sunk; and *Nicholai I.*, *Orel*, *Admiral Apraxin*, *Admiral Senkulin* and the destroyer *Bidayov* were captured.

According to the statement of the prisoners, the *Oslabna* was sunk at about 3 p.m. on the 27th instant, and the *Navarin* also was sunk.

The *Almas* was observed, on the 27th instant, to be disabled and was in a sinking condition; but her final fate is yet unknown.

CONDITION OF THE JAPANESE FLEET.

Full particulars regarding the injury to our ships are not yet in hand; but so far as

I could ascertain none of them are seriously injured, all being still engaged in operation. Our full casualty list is not yet ascertained. Those of the first division are a little over 400.

Imperial Prince Yorihito is in excellent health and Admiral Mitsu was slightly wounded on the 27th instant.

FURTHER RUSSIAN LOSSES CONFIRMED.

The sixth report, received on the afternoon of the 30th instant, states that the loss of the *Oslabna* and *Navarin* is confirmed. The *Sissoi Veliki* is also definitely reported to have been sunk on the morning of the 28th inst.

## RUSSIAN LOSSES.

## 22 SHIPS

## AGGREGATING 153,411 TONS.

Tokio, 30th May, 10.30 p.m., (received 31st May, 5 a.m.)

The official statement of the Russian losses so far ascertained is as follows:—The following six battleships were sunk:—*Kniaz Suvaroff*, *Imperator Alexander III.*, *Borodino*, *Oslabna*, *Sissoi Veliki*, and *Navarin*.

The following five cruisers were sunk:—*Admiral Nakhimoff*, *Dmitri Donskoi*, *Vladimir Monomach*, *Svetlana*, and *Zemichug*.

A coast-defence ship, the *Admiral Ouskoff*, was sunk; two special service ships, the *Kametchaka* and *Iutishush*, and three destroyers were also sunk.

Two battleships, the *Orel* and *Imperator Nicholas I.*, two coast



Under the Imperial command Admiral Togo was authorized to permit Rear-Admiral Nebogoff to submit to the Czar the reports on the last battle and the list of Russian killed, wounded and prisoners, and also to release on parole the surrendered officers of *Nicholai I., Orei, Apraxin and Senyavin*.

Vice-Admiral Rodjstvensky was taken to the Sascho Naval Hospital.

No other admiral was captured from the *Biedoy*, the last report in this respect being due to a clerical error.

In the report dated Tokyo, 30th May, 7.45 p.m. and, by courtesy of the Japanese Consul, published by us yesterday, it was stated that the Japanese destroyer *Sasagami* captured, toward the evening of the 27th ultimo, south of Ureung Island, the Russian destroyer *Biedoy* wherein were found Admiral Rodjstvensky "and another Admiral," both severely wounded together with 80 Russians including the staff officers from the flagship *Kniaz Suvaroff* which was sunk on the 27th instant; they were all taken as prisoners. From the amended report, printed above, it is seen that only one Admiral was captured, viz. Admiral Rodjstvensky.—Ed., H. K. T.

#### FURTHER PARTICULARS.

##### "DMITRI DONSKOI" SCUTTLING.

Tokio, 1st June, 3.35 p.m. (received 1st June, 9.5 p.m.). The eighth report from Admiral Togo received on the 31st of May states that the commander of the *Kanuga* returned that afternoon with the survivors from the *Dmitri Donskoi* and reported that the *Dmitri Donskoi*, on the morning of 29th May, opening the Kingston valves, sunk and those on board, including the survivors from *Oslabina* and the destroyer *Houmni*, landed at Ureung Island.

It appears that the *Bunini* took aboard Vice-Admiral Rodjstvensky and his staff before the sinking of the flagship on the afternoon of 27th May and also 200 from the *Oslabina*, but finding her navigation to be difficult she transferred Vice-Admiral Rodjstvensky and his staff to the *Biedoy*, and while running northward met, on the morning of 28th May, the *Dmitri Donskoi*, to which all aboard were transferred, and the *Bunini* sank herself. The *Oslabina*, according to her survivors, had her conning tower struck at the first straight shot in the battle of 27th May, and Admiral Foelker-sam was killed, and after a succession of shots she sank at about three o'clock in the afternoon.

The survivors of the *Dmitri Donskoi* say that they saw two destroyers sink in the thick of the battle on 27th May.

This, if it is true, makes five Russian destroyers to have been sunk.

[Private.]

#### INDO-CHINAS.

Messrs. Jardine, Matheson & Co., general managers of the Indo-China Steam Navigation Co., Ltd., inform us that they have to-day received telegraphic information that the annual general meeting of shareholders will be held on the 6th June, and that a dividend of 6 per cent. is recommended by the Board.

#### THE GREAT VICTORY

##### AND AFTER.

1st inst. An old resident of the Far East using the nom de plume "Viator" sends us the following interesting communication:—

As you were good enough to favour me with space on the 11th instant for comments respecting "The Coming Struggle," I trust you will do me the courtesy to publish a few remarks respecting the great victory scored by the Nelson of Japan last Saturday off Tushima.

That I correctly forecasted coming events in my letter of the 11th inst., wherein I predicted that Togo would have the Tsar's precious Armada well whipped before the month of May came to an end, will be conceded. It was a foregone conclusion. What else could possibly result from a collision between the hostile fleets—one manned with brave, patriotic and free men skilled in the use of their weapons and imbued with unbounded confidence in their Commander-in-Chief; the other manned for the most part by recruits "pressed" into the service who had little or no target practice, lacked patriotism, and whose Commander-in-Chief had yet to perform deeds of daring calculated to inspire confidence in his ability to deprive our gallant ally of the command of Eastern seas. Numerically superior but very materially inferior the adventure of Rodjstvensky was foredoomed to ignominious failure. The despatch of the so-called Armada to the East was the most foolish, the maddest, thing Russia has done since the outbreak of war in February of last year. But that fact should cause little surprise; for it is not true that "Whom God would destroy He first makes mad."

It is abundantly manifest that Togo has inflicted a blow upon the enemy from which he cannot recover for at least a quarter of a century. It has been a great moral as well as material victory. True, we have yet to learn what has become of a few of the cruisers. But the main points are these: That the losses inflicted upon the Russians are so great that the command of the seas still remains with Dai Nippon, who can carry on the war with consummate ease and comparative, if not absolute, safety; that the remnants of Russia's naval forces can now be easily dealt with and be either destroyed in detail or caused to surrender; and that owing to this fiasco the hopelessness of bringing the war to a conclusion with the defeat of Japan must be so manifest to even the meanest Russian or pro-Russian intellect that we may reasonably be assumed that we are now within measurable distance of the peace which is so earnestly desired by all right-thinking, unprejudiced and impartial spectators of the most unique conflict of modern times. And I use the word "unique" advisedly, for the unequalled success of Japan's arms on sea and on land stands absolutely alone in the annals of modern history, while the deeds of daring and the fortitude and "guts" of her soldiers and seamen is comparable only to the perfect organization and discipline of the Mikado's army and navy. Japan has done wonders in this war in which even biblical history is repeated, for has not David slain Goliath? Well may the bright and pushful people of Nippon about their *Amatsi*; well may Togo and Oyama be hailed as the saviours of their country!

The triumph of Japan is of the greatest importance to the Powers whose policy aims at peace and an "open door" for trade throughout the Orient, namely, Great Britain, Japan, and the United States. Some Continental Powers are understood to desire to partition China, to weaken the slumbering Dragon, and to set up in their "spheres" protectionist tariffs designed to cramp and ultimately stifle the trade of British, American and Japanese merchants. This might not be done very rapidly, but the cramping movement would be as sure as it would be gradual.

"Open door" Powers, on the contrary, desire only to secure a free course for the development of the trade and commerce of all nations throughout the vast Empire of China. "A fair field and no favour" is all they look for, and it is that which the success of Japan's arms goes a long way to secure to them. Japan, as has been asserted frequently since the war began, has, in fact, been fighting the battles of civilization against the forces of the most corrupt as it is also the most barbarous Government in the Western hemisphere—a positive blot on the civilization of the Great West. Had she not been tackled by the Japanese, it requires little foresight to discern that the time would have come (and that not very far distant) when Great Britain would have had no alternative but to pour out blood and money freely in endeavours to check the tide of ruthless aggression in the Far East. Japan, by spilling the blood of her enemies to-day has saved many thousands of English homes from sore trials and bereavements, while the British tax-payer is millions in pocket by it. And the same may be said probably with respect to our American cousins. But while the subjects of the "open door" Powers have good cause to rejoice to-day, too much should not be taken for granted. The time when the terms of peace will be discussed may be some way off, and even when that desirable epoch is reached it is conceivable that the "Partitioning Powers" may be found hard at work in devising ways to upset the game, for to them the success of the "open door" policy means the obliteration for all time of their dreams of colonial expansion in the Gorgious Orient. It is not because I attach much importance to the ability of Russia, France and Germany to carry through their selfish policy that I take the liberty to sound a warning-note. On the contrary, it is likely that having done all in their power to assist Russia to play her last card successfully and that having resulted in practically irretrievable disaster, France and Germany may now find it to their advantage to modify their policy considerably.

There is yet another factor in the situation which is of interest and should not be lost sight of. What will be the effect of the defeat of the Armada in Russia proper? Will it not add fuel to the fire of the revolutionary elements and hasten the day when the Empire of the haughty Romanoffs will be in the throes of a truly terrible revolution? Do not the bubbles on the surface indicate very truly how the depths are surging below? What, then, will be the prospects of trade in the Far Orient should Russia be racked by revolution in the near future? Excellent! for the greatest disturber of the peace of the world will be so busily engaged at home that we shall hear no more of her "holy mission to spread civilization throughout the Orient" for decades, while Germany and France, deprived of the support, both moral and material, of Russia, may become more complacent and be satisfied provided equal opportunities for all are properly guaranteed.

As regards hysterical alarmists, people with axes to grind, and others who may stand to gain by the continuance of the war, I think we may safely treat their prattings about the "Fourth Squadron" with supreme contempt; for Russia as a naval power has ceased to exist, as the result of the magnificent triumphs of the Japanese Navy and Army. She—and I fancy most critics will concur in the opinion—has, I submit, become a *quantitè negligible*.

It is a huge bubble that Japan pricked. When the war commenced Russia was styled in one Eastern journal a "Bubble Empire" and it was alleged by the author of the article in question that she had travelled for years upon her reputation as a great militant Power, while by bluff, effrontery and rank duplicity she had wrung from China in a few years greater concessions than all the other Treaty Powers put together. China, conscious of her own weakness, sought at almost any cost to keep on friendly terms with her big neighbour, believing that that was the wisest course to pursue. Have not the stirring events of the past few months revealed to the rulers of China the folly of their dread of the Great Bear? And have not these historical events demonstrated to China the well-nigh incalculable advantages to be derived, not from preparedness for war in order to avoid a clash of arms, but preparedness for victory? Surely, China will profit by these object lessons. Obviously, one of the secrets for Japan's success is to be found in her faith that she is *prepared for victory*, while her shipyard antagonist is *unprepared* and that in a brutal manner—*for war*. Japan left nothing to chance, while Russia depended chiefly upon bluff and big battalions. The result is before the world, and if the Tsar is not entirely devoid of common sense he will bow to the decrees of Fate, hard as they may be, accept terms of peace which would be far easier now than they are likely to be a few months hence, and endeavour to profit by the lessons derivable from a foe he foolishly affected to despise but who has come through a severe ordeal with flying colours, and to-day rightly ranks as a first class Power and a champion of civilisation and *fair trade* in the Orient.

In this connection a useful purpose may be served if, with your permission, I draw the attention of your readers to a speech delivered by the late Premier, Lord Salisbury, at the Guildhall in January 1897. On that occasion the great statesman said: "The objects which we have in view are strictly business objects. We wish to extend the commerce, the trade, the industry and the civilisation of mankind. We wish to throw open as many markets as possible, to bring as many consumers and producers into contact as possible, to throw open the great natural highways of the universe of whatever kind, cost what it may. We desire, we are ever striving for the maintenance not only of our treaty rights, but also the true, the highest, the best and the most exalted rights of mankind. We must now as ever before insist on the upholding in their entirety of all treaties properly concluded, and in the independence of all free communities. These are the objects we have in view and in endeavouring to further them we look with confidence for the approval and co-operation of those nations whose policy is directed towards the maintenance of peace, and the expansion of commerce among all the peoples of the earth. Trade cannot flourish in the midst of turmoil and bloody strife, but in order that peace may be procured with honour, may be maintained with honour, nations are sometimes induced to go to war. They are, I say, sometimes rightly induced to do evil that good may come, that security for great industries may follow, and speedily follow. While, therefore, our policy is distinctly and primarily a peace policy it should not be assumed that we are prepared to allow our desire for the extension of trade to blind us to the gravity of any act, overt or otherwise, that may be committed in the belief that we are insensible to what are known as national affronts. We want peace, but it must be peace with honour."

Now, seeing that we formed an alliance with Japan which has a special and specific bearing upon Far Eastern affairs and that the British Government's aims are such as Lord Salisbury so clearly stated, can there be any reason to doubt the main objects of this war with Russia are fought but the upholding of treaties in their entirety (which would of course include the evacuation of Manchuria by Russia, as duly agreed long ago); the extension of the commerce, the trade, the industry and the civilisation of mankind; the maintenance of the highest, the best and the most exalted rights of mankind; and the attainment of peace with honour? Such, we may be assured, are the main objects in view, and that being so Japan should be able to look with confidence, when discussing the terms of peace, for the approval and even the co-operation of those nations whose policy is directed towards the maintenance of peace in the Far East and, as Lord Salisbury put it, the expansion of commerce among all the peoples of the earth. Trade could not really flourish in the midst of the turmoil created by the aggressions of certain States, chiefly Russia, and it has long been perfectly clear that in order to obtain security for peace with honour Japan had no alternative but to draw the sword. She has triumphed in a manner that fairly exceeds the expectations of her most ardent admirers and well-wishers, and we well rejoice for expansion of trade with China will assuredly follow closely on the conclusion of hostilities.

Permit me, in conclusion, the hospitality of your columns in order that I may tender to the Japanese most hearty congratulations upon the issue of the battle of Tushima, resulting, as it has, in bringing peace within sight and in the removal from the list of Naval Powers of the most offensive and mischievous "international nuisance" the world has ever known.

#### CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

#### THE GREAT BATTLE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR—I note from your leader of last night that you apparently suspect that the damage sustained by the Japanese Fleet in the great Battle of Tushima is in excess of what Admiral Togo has reported. That is highly improbable, and I fancy you will find few inclined to discredit or to attempt to discount the reports of the great Commander whose triumph, it has been rightly stated, "challenges the greatest victories of Nelson, including Trafalgar." That is the gist of the opinion of the leading London dailies respecting the crushing defeat of the so-called Armada, and it is a verdict that will, of course, stand for all time.

Assuming for the sake of argument—and for the sake of argument only—that Togo has been misinformed and that the Japanese did, in fact, lose more than three torpedo-boats; that two or three cruisers were sunk and that even a battleship was included in the "losses," what would that be in comparison with Russia's losses—material and moral? Insignificant in the extreme, and, as you yourself put it, little short of miraculous. That the "international nuisances" have been disposed of in short order is beyond question, and there is therefore much cause for joy and rejoicing among those nations whose policy is directed towards the maintenance of peace and the expansion of legitimate commerce among all the peoples of the earth.

If the defeated and now universally discredited Russians have not been entirely unwearyed by this last feeling blow, we should soon hear that the Government, taking its cue from the *Bourne Gazette* (recently quoted by Reuters) and giving ear to the cry for peace which is being echoed throughout France, has at last, decided to make the best of a very bad job and has therefore accepted the proffered mediation of one or other of the Great Powers.—Yours faithfully,

VIATOR.

Hongkong, and June, 1905.

[We have never, either in our leading or news columns, suggested for a moment that Admiral Togo wilfully "manufactured" his reports to suit the fancy of his Government. Such a policy at the present juncture, when Japan is emerging from a chrysalis state to take her place among the Powers of the world, would prove absolutely suicidal. Nor have we ever sought to diminish the glory and prowess of the Japanese arms. But, surely, it is conceivable that Admiral Togo, omniscient as he may be in general matters, may not have at the moment, and only for the time being, a full and complete list of casualties sustained by his fleet. He himself reported that it was unable to see the majority of its fleet while the engagement was in progress, and we continue to receive belated reports every day. Indeed, it is probable that not for another week shall we be in a position to give the final statement. But the Russians and Rodjstvensky deserve the sympathy of all people. And we have yet to learn how many (if any) vessels reached their destination at Vladivostok, a report which for the present can only come through Russian channels. Whether the destruction of the fleet, or the "international nuisances" as the ultra pro-Japanese term them, will lead to a speedy end of the war, either by mediation on the part of other Powers or through the collapse of one of the belligerent parties, is another question; and not being prophets, wizards or crystal-gazers we refrain from dealing with the subject.—Ed., H. K. T.]

#### THE JAPANESE AT PORT ARTHUR.

RUSILY "PUTTING THE HOUSE IN ORDER."

The latest news from Port Arthur is to the effect that the operations for raising the warships sunk in the harbour are progressing favourably, and it is expected that all of them will be floated by October next. It is found that the *Petrovsk*, the flagship of Admiral Makarov, which was blown up by a mine outside the harbour, is practically broken into three, and that the *Sevastopol* is lying in deep water, so that there is no prospect of these being raised.

The steamers sunk by the Japanese fleet to block the entrance to the harbour, and the gunboats which were sunk by the Russians themselves to prevent the entry of Japanese torpedo-boats, will be disposed of as they lie by public tender on the 5th inst.

With regard to the damage done to the *Petrovsk*, it being stated above that she is broken in three places, the completeness of the disaster was probably due to the Japanese having laid three floating mines connected with cables, and the ship having run into one of these cables brought one of the mines back against her side and the others further astern on the opposite side.—*Japan Chronicle*.

It appears that the Japanese steamer *Makoto Maru* was only 20 miles from Newchwang when she struck the mine which sank her in eight minutes. All on board were saved by the *Aikido Maru*.

#### LEGISLATIVE COUNCIL.

CANDID CRITICISM BY MR. SHEWAN.

1st inst. A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., Major General Villiers Hatton, (General Officer Commanding), Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. L. A. M. Johnston (Colonial Treasurer), Hon. Sir H. Spencer Berkeley (Attorney General), Hon. Capt. L. A. W. Barnes-Lawrence, R.N. (Harbour Master), Hon. Mr. W. Chatham, (Director of Public Works), Hon. Mr. A. F. Brewin (Registrar-General), Hon. Sir C. P. Clifton, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Gershon Stewart, Hon. Mr. C. W. Dicker, Hon. Mr. R. Shewan, Hon. Mr. Wei Yuk, and Mr. A. G. M. Fletcher (Clerk of Councils).

MINUTES. The minutes of the last meeting were read and confirmed. The Colonial Secretary moved that the report of the Finance Committee (No. 2) be adopted. The Colonial Treasurer seconded. Carried.

TRANSFER OF NEW TERRITORY LAND. The Hon. Attorney General proposed the second reading of a bill entitled An Ordinance to facilitate the transfer of land in the New Territories and for settling disputes in respect thereof and other purposes.

He explained that the reasons for the introduction of the bill were so well stated in the objects and reasons appended to it that it was hardly necessary for him to say anything further, but to recommend to the house the principles of the measure. He proceeded to outline the objects and reasons which have already been given in our columns.

The Hon. Colonial Secretary seconded. The Hon. Mr. Shewan said he could not agree with the Hon. the Attorney General that the objects and reasons were so perfectly plain. The bill before them purported to be a bill to facilitate the transfer of land in the New Territories, and to give the Governor power on such terms as he shall think fit to grant exemptions to Crown lessees. In other words, they were supposed to be passing a real Ordinance when they were really leaving it all to the discretion of the Governor. In the objects and reasons it was stated that there were some owners who might prefer to hold property under the law of the Colony. Undoubtedly they would, but why were they not to be exactly provided for, instead of being left entirely to the Governor? "We seem to be making one law for the rich, and another for the poor," he added, and "the exercise of the Governor's discretion must give rise to heartburning and jealousies." The objects and reasons read to him very curiously. It stated, "As some owners in the New Territories will probably prefer to hold under the usual law of the Colony." Who are these, he asked, who are so good as to prefer the usual law of the Colony, and who are those for whom the usual law of the Colony is not good enough? The contention of an unofficial member, as I know, small and feeble enough against the Government's fixed majority of officials, who, I believe, are bound to vote with the Government and are not allowed consciences of their own. But to bring us here and make us pass such vague, open bills as this, it seems to me is reducing us to the level of nonentities. The Government cannot pride itself on its past history regarding its dealings with land in the New Territories after it has given us such an exhibition of its own incapacity and greed by bringing in a bill to reverse the verdict of its own law court and actually made the bill retroactive to deprive a Chinaman of land which the Government's own Land Court had granted him after a careful hearing. If that is a fair specimen of our boasted British justice then British justice has fallen very low indeed. It is just another case of Naboth's vineyard, only that Ahab was so much of a hypocrite as to try to justify himself by making a new law to cover his misdeeds. And now we are asked to pass a measure that will only make confusion worse confounded, and which, in the hands of unscrupulous and incompetent officials, will certainly open the door to create abuses. I believe the Building Ordinance had some such clause and what has been the result? If ever a bill has been more honoured in the breach than it the observance is that bill. I think we were told at *muséum* that houses must not be higher than one and a half times the width of the road. But what has been the result? Look at the houses that have been built since that Ordinance. And the amusing part of it is that the very sanitary expert whom the Government specially reserved a seat on the Council that he might drive it through with the might of his authority is the very man now sitting at the head of the Sanitary Board and—

The Colonial Secretary rose to a point of order.

The Hon. Mr. Shewan: Am I in order, sir? The Hon. the Governor:—Scarcely, I think. The Hon. Mr. Shewan, continuing:—The very man sitting at the head of the Sanitary Board and merely granting dispensations to all and—

H. E. the Governor:—That is certainly out of order.

Hon. Mr. Shewan:—We now ask the government to break the very ordinance he himself brought in. That, I say, may happen again. H. E. the Governor:—That is also out of order. Hon. Mr. Shewan:—I won't continue with that, sir. Do you call bills with such provisions legislation? To me it is merely travesty of legislation to be brought here and made to pass such laws by a majority which is compelled to vote with the Government. I oppose this bill because instead of stating clearly the terms on which the Governor proposes to exempt Crown lessees from its provisions it renders perfectly null and void those provisions by leaving them to be modified on any terms the Governor thinks fit. Everyone should be equal before the law, and the law should be applied equally to everyone. It seems to me that in this Colony anyone with influence who objects to the incidence of a law can get it altered or modified in his favour by applying to the Sanitary Board or some other authority. What is the use of laws like this if you do not enforce them strictly and impartially, and what is the use of a law which after providing for forty different classes leaves it to the Governor to abrogate them on such terms as he shall think fit?

The Hon. Dr. Ho Kai supported the second reading of the Bill, and said that the objection raised by the hon. member opposite seemed to be due to some objections to certain clauses—

The Hon. Mr. Shewan:—I object to the principle of the Bill.

The Hon. Dr. Ho Kai observed that the principle of the Bill was stated to facilitate dealings with land or property in the New Territories. He understood that the hon. member objected to one clause, viz., sub-section 4, of section 1, which gives the Governor power to exempt land from the provisions of the Ordinance. So far as the principles of the Bill were concerned they were clearly stated, and in his opinion, were extremely sound. For as much as the small holders who preponderate in the New Territories would be presumed not

to wish to incur any very great expense or spend too much time or trouble in parting with a small holding which would amount to a few hundred dollars, and any bill brought forward to facilitate transfers and save the money, time and trouble to the present holders was worthy the support of the Council, and as the member representing the Chinese—he was sure his colleague the Hon. Mr. Wei Yuk would agree with him—he might state it would have a very beneficial effect upon the poorer class of holders of property in the New Territories. The Bill also dealt with the settlement of disputes, and he pointed out that it was absurd to expect the small holders to come over to Hongkong to take their cases up to the Supreme Court, employ lawyers and possibly counsel to represent their case. The cost of so doing might amount to quite as much, if not twice or three times as expensive, as the land itself. He admitted there were some provisions in the Ordinance which might require very careful consideration and perhaps some amending, but so far as the principle of the Bill was concerned he was sure that, as the member for the Chinese, if it was passed and properly carried out it would confer certain decided benefits upon the small holders of property in the New Territory, and besides it would give them a great deal of satisfaction and secure their confidence in the administration of justice in this Colony.

The Hon. Mr. Wei Yuk expressed himself as entirely in accord with the views set forth by the Hon. Dr. Ho Kai.

The Hon. Colonial Secretary thought it was to be regretted that the hon. member who opposed the second reading of the bill should have made it the occasion to pour forth his volleys of wrath upon them, without first ascertaining the meaning of the section, though it was possible it might have been a pleasure to him to find a peg upon which to hang accusations of incompetence and unscrupulousness against the officers who were going to administer the Bill.

The Hon. Mr. Shewan:—Sir, have I made any change of incompetence?

H. E. the Governor:—Yes, I think so.

Hon. Mr. Shewan:—I said the bill might be in the hands of incompetent or—

H. E. the Governor:—I did not understand that.

Hon. Mr. Shewan:—I said it may lead to grave abuses.

H. E. the Governor:—"It would and will."

The Hon. Attorney General:—Unless they are incompetent your remarks had no point.

Hon. Mr. Shewan:—I was alluding to the future.

Hon. Colonial Secretary:—He further accused the Council of bringing in legislation which was inequitable and unjust.

Hon. Mr. Shewan rose to a point of order and denied having made use of the expression.

H. E. the Governor:—I think you said so.

The Colonial Secretary:—The hon. member referred to recent legislation as being inequitable and unjust. He proceeded to explain that that measure gave the power of appealing to the highest court in the Colony, and on the appeal in question the Government was successful. Proceeding, he said it might perhaps console the hon. member if he explained to him that the words in the Bill before Council, "on such terms as he shall think fit" merely meant in such cases as he shall think fit. It was not proposed that the present proprietors in the New Territories should in a body be exempted from the operations of the Bill, but where certain proprietors had acquired land of some considerable value and under the Bill if those persons desired to come under the existing law of the Colony he had not the slightest doubt the Government would take their application into consideration.

The bill was then read a second time.

THE SUGAR CONVENTION. The Hon. Attorney General proposed the second reading of a bill entitled An Ordinance to amend the Sugar Convention Ordinance, 1904.

The Colonial Secretary seconded. Carried.

THE VAGRANCY ORDINANCE. The Hon. Attorney General proposed the second reading of a bill entitled An Ordinance to amend the Vagrancy Ordinance, 1897.

The Colonial Secretary seconded. Carried.

The Council was still sitting when our report left.

#### HABEAS CORPUS.

##### RULING BY THE CHIEF JUSTICE.

29th ult.

At the Supreme Court this morning his Lordship Mr. F. T. Pigott gave a preliminary ruling on several points in the matter of Wong Ka Cheung and in the matter of the Chinese Extradition Ordinance. As previously stated in our columns the writ of Habeas Corpus was granted by Mr. Justice Sercombe Smith and Wong Ka Cheung, whose extradition is required by the Chinese Government, was committed by Mr. F. A. Hazeldan on May 8th to await the Governor's warrant.

Mr. H. N. Ferrers, instructed by Mr. Otto Kong Sing, appeared for the prisoner; and Mr. H. E. Pollock, K.C., instructed by Mr. A. Hardwick, represented the Chinese government.

His Lordship held that the Chinese government had no *locus standi* and could not appear before the Court. The case was adjourned, the Chief Justice observing that the Crown would no doubt be represented at the further hearing of the case to argue the points raised.

THE "CONFIDENCE" TRICK.

29th ult.

On Saturday afternoon an amah in the employ of a Chinese family living at No. 60, Queen's Road West, was strolling along the road near the Sailors' Home, when she was accosted by two Chinamen who showed her a small bundle tied up in a handkerchief, which they said was \$300 in \$100 notes, and asked her if she would help them to change them into smaller notes and coins. If she assisted them they declared they would give her \$50 for her trouble. Tempted by this alluring bait the woman at once agreed, and offered to go and change the money for them. But then one of the men said that as she was a stranger to them she must leave some security, when she readily stripped off her gold mounted bangles, gold rings, and other articles of jewellery, which she handed over to the men with a small parcel of unused opals, the whole "security" being valued at about \$200. Receiving the bundle from the men which was supposed to contain \$300, the woman went off to a money-changer further along Queen's Road. On arrival at the changer's, she found it contained only an ordinary roll of blank and very dirty note-paper! She went back to where she had left the strangers, but needless to say the birds had flown, and now the police are looking for them, while the woman bewails the loss both of her jewels and her \$300 "commission."

The Hon. Mr. Shewan:—I object to the principle of the Bill.

The Hon. Dr. Ho Kai observed that the principle of the Bill was stated to facilitate dealings with land or property in the New Territories. He understood that the hon. member objected to one clause, viz., sub-section 4, of section 1, which gives the Governor power to exempt land from the provisions of the Ordinance. So far as the principles of the Bill were concerned they were clearly stated, and in his opinion, were extremely sound. For as much as the small holders who preponderate in the New Territories would be presumed not

to wish to incur any very great expense or spend too much time or trouble in parting with a small holding which would amount to a few hundred dollars, and any bill brought forward to facilitate transfers and save the money, time and trouble to the present holders was worthy the support of the Council, and as the member representing the Chinese—he was sure his colleague the Hon. Mr. Wei Yuk would agree with him—he might state it would have a very beneficial effect upon the poorer class of holders of property in the New Territories. The Bill also dealt with the settlement of disputes, and he pointed out that it was absurd to expect the small holders to come over to Hongkong to take their cases up to the Supreme Court, employ lawyers and possibly counsel to represent their case. The cost of so doing might amount to quite as much, if not twice or three times as expensive, as the land itself. He admitted there were some provisions in the Ordinance which might require very careful consideration and perhaps some amending, but so far as the principle of the Bill was concerned he was sure that, as the member for the Chinese, if it was passed and properly carried out it would confer certain decided benefits upon the small holders of property in the New Territory, and besides it would give them a great deal of satisfaction and secure their confidence in the administration of justice in this Colony.

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The bill was then read a second time.

#### PRICE OF FIREWOOD.



EUROPEAN ACCOMMODATION  
IN HONGKONG.

## HOTELS &amp; PRIVATE RESIDENCES.

At a meeting of the Sanitary Board this afternoon, Messrs. Palmer and Turner, on behalf of the Hongkong Hotel Company, Ltd., submitted sketch plans showing the proposed building of portions of the Hotel premises. For this certain modifications of the Public Health and Buildings Ordinance of 1903 were required, and an application was made to the Board to recommend the modifications. The company ask as follows: (1) That the building may exceed 76 feet in height, i.e., that the average height on the front may be 104 feet; (2) that the building may exceed four storeys in height, i.e., that it may be six storeys in height; (3) that as regards the ground and first floor, the site contains an area approximately of 20,580 square feet, one fourth of which, 5,145 square feet being given up as open space, the proposed plan being as follows:—Open space on ground floor 4,720 sq. ft., open space on first floor 4,720 sq. ft., and open space on all floors above 4,500 sq. ft. The applicants called the Board's attention to the following points in favour of the Hotel Co.'s requests, as regards (1) Pedder Street measures opposite the proposed building 72 feet at one end and 71 feet at the other; the Ordinance allows a building to be erected one and a half times the width of the street on which it fronts, which in this case would allow of a height of 107 feet 3 inches; (2) from the enclosed plan it would be seen that, although the new block is higher there is no comparison between the old and new blocks as to amount of light and air, which will be obtained in every room of the new scheme. The new plan shows 168 and a half bedrooms, each occupying 16 sq. ft. of space, and 84 bedrooms allowing for two people occupying each bedroom (which is very improbable) making 168 and a half bedrooms in all. The plan also shows 184 at the outside are likely to occupy the building for sleeping purposes. It could not, therefore, be said that there was any question of surface crowding, for, presuming the ground was going to be laid out for the erection of Chinese houses, and they were erected of the height allowed, viz., four storeys, it was estimated that sufficient houses could be put on the ground, so that allowing 50 feet superficial to each person, the three top floors alone of such houses would accommodate over 500 people. (3) The plan shows that neither the ground nor the first floor are intended to be used for sleeping purposes. The ground floor consists at most entirely of European shops, the first floor of dining, reception and billiard rooms for hotel purposes. There would be a shortage of open space on the first floor, but it was not to be used for sleeping purposes and as there was an excess on each of the other floors it was hoped the Board would recommend the modification as applied for.

## MEDICO'S DISAGREE.

The Hon. Dr. Clark, Principal Medical Officer of Health, minuted:—The houses in Queen's Road Central which will be overshadowed are all shops and offices, and I do not think there is any serious sanitary objection to the plan as submitted. I consider the Board is justified in considering the question of the demand for housing accommodation for Europeans in this Colony, which is in excess of the supply, and on these grounds approving of the plan of the extension of the Hotel.

Dr. Pearce minuted:—I cannot recommend that this building be allowed to exceed 76 feet in height. It must be remembered that one side of the building is in Queen's Road Central, and this ought to be taken into consideration as it is narrower than Pedder Street. The effect of a very high building on the lighting of neighbouring houses is an important point and should be considered when deciding the point at which the height of the building is to be measured. The very high buildings when compared with the narrow streets of the city are certainly not achievements of which the Sanitary Board can be proud. I have no objection to offer to the proposed modification of the open space required, under section 180, as long as the open space for the different floors suggested by Messrs. Palmer and Turner are adhered to.

Mr. A. Rumjahn minuted:—I agree with the Medical Officer of Health that the building must not exceed 76 feet in height, most of the offices in Queen's Road opposite to the Hotel are now pretty dark, and if the height of the Hotel be increased it will shut off more light from them. Queen's Road is only 50 feet wide and the maximum height of a building fronting thereon can only be 75 feet. I should like the President to prove that the demand for the accommodation of Europeans is in excess of the supply. A reference to the advertising columns of the Press is a number of houses to be let would dispel any doubt on this point.

The Hon. the Registrar General minuted:—How long will the houses in Queen's Road, which are to be overshadowed remain offices? It is the demand for European houses in certain neighbourhoods only that is in excess of the supply.

The Hon. the President minuted:—In reply to Mr. Rumjahn it is not proposed to front the building on Queen's Road, but on Pedder Street which is 72 feet wide, and one and a half times this equals 108 feet. I think the public has a right to expect the Board to be consistent in a matter of this sort, and hitherto the 76-foot rule has never been enforced in the case of hotels and large blocks of offices in the strictly business portion of the city.

The Hon. Dr. Francis Clark (President of the Board) pointed out that, although it had not been customary to limit buildings in the neighbourhood of the Hotel to the height of 76 feet, it was within the power of the Board to do so as regards the building in question. He asked whether there was greater demand for houses than supply. The President explained that, in his original minute, he meant houses with the means of the people to whom he was referring. A place through the newspapers, he said, will convince anyone that the hotels are filled with young people of incomes between \$5,000 to \$50,000 per year, and who cannot afford to pay \$2,000 or more per year for a house. In other words, he contended there were no houses available in the Colony within their means, and that was why they went to the hotels.

Replying to Mr. Pollock, the President said the building in question was a reconstruction of the Hongkong Hotel looking over Queen's Road, and extending from that thoroughfare half-way down Pedder Street. He declared that this line is not depicted in the plan drawn up by Mr. Parsons and approved of by the Imperial Government. Only railway lines appearing in Mr. Parsons' plans must not be considered by outsiders, hence the American Concessionaires of the Canton-Hankow Railway have no right to the construction of the Canton-Whampoa Railway by Chinese. This has been communicated to the Waiwup by H. E. Sheng-Kung-pao, and will doubtless be the attitude assumed by the Imperial Government on the question. A private letter from Peking stated that H. E. Sheng has succeeded in placing his many enemies in the North, and his way in the future will doubtless be smoother than it has been during the past two years of so. —N. C. D. News.

application for a five-storey hotel fronting on Robinson Road, Kowloon, came before the Board. That road was too wide, and the Board refused the application on the ground that the height would obscure the light from the surrounding buildings, which would be conducted to surface-crowding. The present application was for the erection of a building of 105 feet in height, abutting on Queen's Road, which was 70 feet wide on paper; or, in reality, 30 feet wide, because on both sides of Queen's Road there were verandas obstructing, so that, practically, the height abutting on Queen's Road would be raised one and a half times the width of that street, or more than four storeys, with the sanction of the Board. He argued that as a building five storeys high would naturally take off much light from the surrounding buildings, and as they were asked to allow an infringement of a part of the Ordinance and close their eyes as to the injury done to the surrounding buildings by the extra height of the proposed premises the application as far as the height of the building was concerned, should be refused. He moved a resolution to that effect.

Dr. W. W. Pearce, M.O.H., was struck by the fact that the designers were very careful not to show a front door in Queen's Road. Consequently, it was said that the hotel is not fronting on Queen's Road. That, he thought, was a case of shifting of the difficulty, although, for sanitary purposes, the building does front on Queen's Road. A second point was that, although the law had not been enforced in respect of offices and other buildings, they were not dealing with the matter so much for the light of the hotel, because the height of the hotel above other houses would provide light for rooms; and moreover, the open space being in excess of that required, the hotel would not doubt be sufficiently well lighted; and he did not raise any objection to that part of the application. He thought, however, the Board should consider not only the effect of the height of the building upon the hotel itself with special reference to surface-crowding, but its effect on neighbouring houses.

Hon. Mr. Brewin seconded the resolution, and agreed with the M.O.H. that, although perhaps the building did not technically front on Queen's Road, still the side facing on Queen's Road was exactly the same length as that facing Pedder Street. As regards the point of there not being sufficient house accommodation for Europeans in the Colony, he did not think they should allow themselves to be led aside by that consideration. He did not know where they would find themselves landed if they decided not to press the improvement of sanitation in the Colony because of temporary inconvenience to the inhabitants. Having refused, in as far as he recalled at a very full meeting of the Board, to grant an application for a hotel higher than four storeys in Kowloon, in a much more open locality than Queen's Road, he thought they should adhere to the principle they adopted then.

The President drew attention to one point that with regard to the contention that the new building would front Queen's Road, and that was that if the building had not extended along Pedder Street as far as Queen's Road no objection would apparently have been raised to its height. In other words, because a building is a corner one, it is to be penalised and its height limited in proportion to the narrowness of the lateral street. Corner houses being more sanitary, it is fair, he asked, to thus penalise them?

He moved that the application be granted.

The Director of Public Works (Hon. Mr. W. Chatham) seconded, and the motion was carried by four votes to two.

## THE MISSIONS TO SEAMEN.

## IN HONGKONG HARBOUR.

The forty-ninth annual report of the missions to seamen bears testimony to the work so well done by the "faithful chaplain" at Hongkong, where the opportunities on board ships have been specially great, owing to the war in the Far East; so that the work has been much crippled by the continued vacancy in the Assistant Chaplain. Owing to the great demand for coal on the part of both combatants and neutral steamers carrying European crews passed through the port, so that the energies of the complete staff of two Chaplains would have been taxed to their full extent. As it was, notwithstanding the hurry and excitement of war, fifteen services were held afloat, with an average attendance of about thirty seamen; and more than two thousand visits were paid the crews, often with short, pointed, personal talks about spiritual things. More receptions of the Holy Communion by seagoing men were recorded than for many years past. The report refers to the greatly felt need of a new Seamen's Institute on the more populous side of the anchorage in the city of Victoria, and speaks of the temporary Institute which, as readers will remember, was opened a few weeks since. "A very blessed week of special mission services for sailors was originated on shore by two warrant officers of the Royal Navy at Hongkong," says the report. "They were gratefully encouraged and helped forward by our Chaplains, who were themselves greatly cheered by the fervent spirit displayed, and very cordially entered into the project. The Bishop of the Diocese addressed the first meeting, each of our Chaplains took charge of an evening, and the remaining evenings were taken by other clergy and ministers. There were good attendances from the ships of seamen of various grades, both of the Royal Navy and of the Mercantile Marine. There was an evident quickening of spiritual life in the Colony. A number of seamen turning over a new leaf were, by the Holy Spirit of God, brought to repentance, conviction, and conversion, backsliders were restored, and the holy influence of these special mission meetings, springing as they did from the ships, was long felt by the crews throughout the harbour."

## THE CANTON-WHAMPOA RAILWAY.

In reply to the contention of the American Concessionaires of the proposed Canton-Hankow Railway that the construction of the Canton-Whampoa Railway is within their concession according to agreement, H. E. Sheng-Kung-pao, now in Peking, has declared that this line is not depicted in the plan drawn up by Mr. Parsons and approved of by the Imperial Government. Only railway lines appearing in Mr. Parsons' plans must not be considered by outsiders, hence the American Concessionaires of the Canton-Hankow Railway have no right to the construction of the Canton-Whampoa Railway by Chinese. This has been communicated to the Waiwup by H. E. Sheng-Kung-pao, and will doubtless be the attitude assumed by the Imperial Government on the question. A private letter from Peking stated that H. E. Sheng has succeeded in placing his many enemies in the North, and his way in the future will doubtless be smoother than it has been during the past two years of so. —N. C. D. News.

## NEW R. C. CHURCH

## OPENED AT KOWLOON.

Prompted by the special need of the Catholic community at Kowloon, and the honouring of the memory of his late parents and sister, Dr. A. S. Gomes decided upon erecting a Roman Catholic church on the other side of the harbour and presenting it to the community. Particulars of the handsome edifice have already been published in these columns and it is almost needless to add that there were crowded congregations at the solemn blessing of the church yesterday. Morning services were held at 7.30 following which the Rev. Fr. de Maria, assisted by Rev. Fathers from the Italian Mission, French Procurator and Spanish Procurator, blessed the church. This concluded, the Rev. Fr. de Maria read the Papal commission conferring the knighthood of the illustrious and most distinguished Order of St. Gregory the Great on Dr. A. S. Gomes, donor of the church, and Fr. de Maria made a short address, in the course of which he said the intended jubilation had been abandoned owing to the Church at Hongkong being in mourning, and to Dr. Gomes being also in mourning.

Subsequently the Rev. Fr. G. M. Spada delivered the sermon basing his remarks on the text: "I have sanctified this house, which thou hast built, to put my name there for ever, and my eyes and my heart shall be there always."—3 Kings, XIV. 3. He said:—The august ceremony which has just been performed of the blessing of this magnificent edifice, erected for the worship of the true God, reminds me of the fact that when Solomon inaugurated the temple of Jerusalem, God, in order to show how pleased He was with the work and its dedication, sent a fire from heaven which consumed all the victims offered, and a twofold and majestic cloud appeared, thus announcing that God was present there in a special manner. The Catholic Church preserves the custom of blessing and consecrating solemnly the edifices destined for worship, in order the better to impress on the souls of her children the great respect which is due to the house of God, where He himself deigns to stay to receive his children and to dispense to them the riches of his love. For these reasons our churches are more holy and more worthy of respect than the old temple of Jerusalem. What great mercy and condescension on the part of God to choose a place to stay with us really present, not only for a little time but permanently, day and night, in the Holy tabernacle where He is under the sacramental species. It is in this holy place that God more especially receives all and gives Himself to all, and though He is the King of glory nevertheless, He adapts Himself to our circumstances. He does not show His splendour in order not to keep away from Him anybody but that all may come to Him freely and expose to Him their necessities. Henceforth in this holy place the Holy Sacrifice of the Mass will be offered every day, the Holy Victim will obtain for us the forgiveness of our sins and the abundance of the divine favours. "I have sanctified this house, which thou hast built, to put my name there for ever, and my eyes and my heart shall be there always," saith the Lord. But besides having here with us the Holy Eucharist, the principal treasure of our faith, we will have the statue of the Blessed Virgin, the Mother of Jesus and our Mother, whose image dominating the church, will remind us of her tenderness, her love and her benefits. The church is dedicated to her under the title of "Our Lady of the Rosary of Pompey," so called from the place where of late the devotion of the Rosary has greatly increased and where the Blessed Virgin deigned to intercede for her faithful children, performing numerous miracles. The central statue of the group represents our Lady who gives the Rosary to St. Dominic. You know that this is an allusion to the fact of the revelation approved by the Church authorities that St. Dominic, the illustrious founder of the Dominican Order, learned directly from the Most Blessed Virgin, who appeared to him, the manner of reciting the Holy Rosary. The other statue represents St. Catherine of Siena, the glory of Italy, whose life has been very eventful for the Church on account of her splendid and supernatural deeds. One chapel is dedicated to St. John the Baptist, the holy precursor of our Lord and also the special patron of the neighbouring colony, on account of the great favours obtained through his intercession. The other chapel is dedicated to the great St. Anthony the Thaumaturgus of Padua, for whom you have a special devotion and confidence. It is with great pleasure that I announce to you that in this Chapel from to-day will be established the wonderful work called "The Bread of St. Anthony" which I already recommend to your piety and I hope by the grace of God and the intercession of the Saint that this work will flourish and will spread abundant benefits to the poor. All you who come to this holy place remember the holy treasures of our faith, here enclosed and always open to your great respect and humility so that your conduct may render you worthy to stay in the house of God, His holy presence. Come often to assist at the Holy Sacrifice of the Mass and to visit Jesus in the Blessed Sacrament. Come to ask God, the Blessed Virgin and the Saints for your necessities and for those of your relatives and friends. Come to receive with due dispositions the holy sacraments, to hear the word of God, the light, direction and guide in the way to heaven. Thanks be to God on the 10th of December last with special ceremony we celebrated the laying of the foundation stone of this beautiful church our precious acquisition, which in such a short time has been built and which does great credit to Mr. Bird of Messrs. Palmer & Turner. At that time we were celebrating the feast of the Immaculate Conception of the Most Blessed Virgin to whose honour the church was to be erected, and to-day in the beautiful month dedicated to her, we have the great pleasure of seeing it already blessed and inaugurated. Our ardent wishes of having an edifice more spacious and more becoming are realized. And now penetrated with the most profound gratitude I deem it a duty for me to publicly thank in the name of the Mission as well as in the name of the Catholic Community of Kowloon, the generous donor, Dr. Antonio Simplicio Gomes, who caused the church to be built at his own expense as a lasting testimony of his devotion towards the Blessed Virgin. His Holiness Pope Pius X. having received information of this gift as well as others given before for charitable purposes wished to show his sovereign approbation and to acknowledge the merits of our benefactor by creating him a Knight of the illustrious Order of St. Gregory the Great. We congratulate him on this well deserved honour and we pray to God and the Blessed Virgin to give him a better recompense in heaven. To you also who have spontaneously offered, as well as to those who wish to offer to the church your special gifts for its furniture and whose names will be published hereafter, I present my heartfelt thanks and over you also I ask the blessing of the Lord and the Blessed Virgin.

Mr. Eito Ishizuka, formerly of the Portsmouth Administration, is appointed Director of Civil Administration of the portion of Macao which was handed over to the Portuguese.

## THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

## GOVERNOR'S CUP.

Following is the result of the competition for the Governor's Cup at 200 yards for the month of May, 1905. Sixty-three entries; the principal scores put in being as follows:—C. E. H. Beavis 62 + 8 = 70, A. MacKenzie 62 + 6 = 68, W. H. T. Davis 55 + 12 = 67, H. J. Wilgras 50 + 15 = 65, A. Brooke Smith 45 + 20 = 65, J. Parkes 64 + 3 = 64, A. C. Newington 54 + 10 = 64, Hon. F. H. May 57 + 6 = 63, G. L. Duncan 57 + 6 = 63, W. H. Wild ham 53 + 10 = 63, Capt. Barnes-Law 48 + 15 = 63, G. C. Cotter 50 + 13 = 63, Sir Henry Berkeley 50 + 13 = 63, J. D. Aud 47 + 12 = 59, T. E. Cochran 39 + 20 = 59, W. J. Ratley 58 + 5 = 58, J. J. Stubblings 50 + 8 = 58, G. H. May 47 + 12 = 59, W. G. Winterburn 49 + 8 = 57, J. C. Peter 54 + 2 = 56, R. E. O. Bird 50 + 6 = 56, F. Maxwell 56 + 10 = 66, P. N. H. Jones 43 + 12 = 55, W. Goodfellow 54 + 3 = 54, L. G. Bird 48 + 6 = 54, Allan Cameron 46 + 8 = 54, J. Rankin 44 + 10 = 54, W. Dobbs 42 + 12 = 54, F. D. Goddard 24 + 30 = 54, W. L. Carter 49 + 4 = 53, L. A. M. Johnston 47 + 6 = 53, J. Douglas 43 + 10 = 53, G. E. Thomas 49 + 24 = 53, G. Stewart 47 + 10 = 52, J. D. Aud 43 + 10 = 52, C. H. W. May 32 + 20 = 52, E. Dougherty 47 + 5 = 52, C. H. Grace 35 + 16 = 51, J. Gray Scott 31 + 20 = 51, and H. E. Goldsmith 31 + 20 = 51. Mr. C. E. H. Beavis will hold the Governor's Cup for the month of June and also wins one of the China Mail Cups.

FOOT COMPETITION. Forty entries were received for the Pool competition on Saturday, the principal cards being as follows:—J. McCubbin 57 + 13 = 70, W. H. T. Davis 56 + 10 = 66, A. C. Newington 56 + 10 = 66, E. W. Terrey 53 + 12 = 65, C. Cotter 53 + 12 = 65, J. C. G. G. 62 + 2 = 64, J. Whitall 58 + 4 = 62, G. L. Duncan 56 + 6 = 62, W. Goodfellow 61 + 3 = 61, E. Dougherty 57 + 4 = 61, J. Hutchings 44 + 16 = 60, E. Philpotts 59 + 3 = 59, J. C. Peter 57 + 2 = 59, Dr. Koch 49 + 10 = 59, J. H. Pidgeon 58 + 3 = 58, W. L. Ratley 58 + 3 = 58, J. J. Stubblings 50 + 8 = 58, G. H. May 47 + 12 = 59, G. Stewart 47 + 10 = 57, T. P. Cochran 46 + 12 = 58, F. D. Goddard 24 + 30 = 54, Hon. F. H. May 47 + 6 = 53, W. H. Wickham 43 + 10 = 53, and J. Douglas 43 + 10 = 53.

## THE TRAMCAR FATALITY.

Mr. F. A. Hazeland, sitting as Coroner, held an inquiry this afternoon at the Magistrate's into the circumstances touching the death of Wong Ping Tim, a Chinese boy, 12 years of age, who was killed as the result being run over by tram-car No. 23 in Des Vaux Road, West, on the 16th inst.

The following jury was empanelled:—Messrs. William Dunbar (Foreman), Peter Lawson, and Thos. Hunter.

Dr. J. Bell, of the Government Civil Hospital said that at 10.30 a.m. on the 16th inst., the deceased was admitted into hospital, in a state of collapse and in a dying condition. The lad died at 1.20 p.m. the same day. Witness held a post mortem examination in the afternoon, and found that the cause of death was hemorrhage from a ruptured liver, which could have been brought about by deceased being knocked down by a tram-car.—Cheung Kum Tai, motor-man of car No. 23, gave evidence respecting the accident, and Mr. J. Gray Scott, general manager of the Tramway Co. said this was the first case in which the life guard had been brought into practical use for life saving purposes. He had tried it to prove its efficiency and was of opinion that the accident in question could not have been avoided.

A verdict of death by misadventure was returned.

## THE SINGAPORE DOCKS.

Now that the date for the consummation of the expropriation of Tanjong Pagar Dock Co. is, we have good reason to believe, very near at hand, the question of the formation of the new Board becomes one of primary importance. The new Board is to be appointed by the Government, and although we disclaim giving advice in this matter, one phase of the subject presents itself to us, as likely to be neglected, namely, the qualifications of the members. Rumour has it that the members are to be composed entirely of commercial men, and we agree that the majority of the Board should be gentlemen from this class; but the opinions of local shipowners is that a great mistake would be made, unless technical knowledge of shipbuilding, engineering and ship repairs. Complaints have been heard on many sides against this portion of the business of the present Company, and as we understand that the management, both departmental and general, is to be the same, we feel that the interests of local shipping are to be benefited in any way, unless those interests are given consideration, by bringing before the Board by one of their own representatives. It may be urged that the Board will have the advice of their General Manager on all such matters. That is true, but the occasion might occur in which it would be necessary for him to sit in judgment on himself, as it were; an impossible position. Before it be too late, the Government should consider the advisability of constituting an efficient Board which will include technical men. Who these gentlemen shall be for the Government to decide, but the least surely that can be done is to have, at least, one official member and one unofficial member of the new Board who are capable of administering and exercising technical knowledge of shipbuilding and engineering establishments in the East, and who will do their best to obtain from Tanjong Pagar Docks small profits and large returns rather than, as at present, small returns and large profits.

Appropos of this subject, the following expression of opinion by a local gentleman well qualified to speak with authority is of special interest at the present moment:—"Respecting the rumours now in circulation as to the constitution of the new Tanjong Pagar Dock Board, it is to be hoped that the Government will give the fullest consideration to the absolute necessity of selecting only those who can deal with all matters pertaining to commercial and technical interests in the projected developments." It is the opinion of a number of those (locally) now patronising the Tanjong Pagar Dock Co. that, if the new Board is comprised solely of the commercial profession, the future of the industry will be infinitely worse than it is at present. The potential arm of the Government, behind a Board who are utterly ignorant on technical matters, are probably would have to accept as a decision, the advice of a Manager who may not necessarily be a man who can adequately deal with engineering matters, spells the retrogression and not the advancement of the future interests of the Colony. It is said that the new Board will be formed of two official and nine unofficial members, making a total of eleven. Now, considering that at least one-half of the turnover is obtained from the Docks and workshops, and likewise that these factors of the undertaking, the present exigencies demanding modern machinery and additional docking facilities, it is not of primary importance to have several technical experts on the Board (say at least three), who could guide the others on matters remote from their professional ken, and whose services would be invaluable to the Government, particularly during the first three years, which, it is presumed, will be devoted to reorganisation, entailing absorption of large sums of money? If the Board is to be comprised of commercial members only, then the working management will inevitably enjoy a supreme autocracy in dealing with technical matters brought forward for discussion, relating to shipbuilding, ship-repairing or docks. This is the state of affairs existing now, and this is the direct cause of the antiquated and dilapidated condition of the workshops and docks at the present time. It is to be presumed that, naturally, the sympathies of the present Board of the Tanjong Pagar Dock Co. would lie where their business interests are strongest, namely, along the wharves, where the handling of cargo and despatch of vessels are of considerable importance, in the interests of their respective businesses. Obviously, the Board would be fully aware of all defects and drawbacks in this department, and none would be in better position to bring about improvements. Nevertheless, the wharves and godowns can only be classed as factors of the T.P.D. (to what extent I will not venture to suggest). But let us presume that the docks, ship-building yards, and machine-shops are of equal importance; then it would be only consistent with prudence that the Government should elect a Board having one-half of its members commercial and the other half technical, making one official member the exception. The expropriation of the Tanjong Pagar Docks has been brought about in order to secure a monopoly, which has seriously injured and retarded the interests of the Colony. Now that the Government has made this brilliant move, and intends to treat patrons in a manner, within reason, by modifying future charges, to a point consistent with existing conditions, it cannot possibly be seen how this can be satisfactorily effected, unless advice of technical experts is obtained. It would be a fallacy to be continually resorting to outside advice, and at the same time it would entail considerable expense. Commercial members could, it is true, consult their technical friends, casually, in the manner practised at present; but advice of this description, passing through a medium who is ignorant of the fundamental principles on which the questions are based, is like a tottering superstructure built on an inadequate foundation, and is bound to collapse. There is only one exit of escape, and that is to give some consideration to the technical experts, and allow them to have a voice on the new Board, even if it is only to give them a trial, for the first three years, while re-organising. Otherwise, expediency and economy may be obliterated from the writings of the Government's venture."—*Strait Times*.

## H.M.S. "BARFLUOK" AT MALTA.

(From Our Correspondent.)

Malta, 27th April.

The *Barfluk* arrived here yesterday at 1.30 p.m. After leaving Port Said on Saturday, 22nd April, at 4 p.m. she shaped her course W. N. W. meeting with slight head sea and westerly wind. During the night the wind freshened and seas increased until quite a heavy sea was against her, and although the revolutions were increased from 58 to 61, and afterwards to 64, speed was reduced by sea and wind. During Sunday there was no abatement, and it was found necessary to keep batted down the foremost hatchways, the spray beating over the fore turret and heavy seas on the forecastle. A speed of 9 knots was maintained against wind and sea with the revolutions that would in ordinary cases have given nearly 12 knots. Monday saw a lot better weather the wind moderating and sea going down. Tuesday, 24th inst., during the dog watches it was found necessary to ease down the port main engine as the packing was giving out in cylinders. Happily this was soon rectified, the port engine working away again within the hour. The ships here are *Vulcan* (torpedo store ship) docked and H.M.S. *Irresistible* in dockyard hands alongside dockyard wall. The Mediterranean Fleet under Admiral Sir C. D. D. is at Argostoli, and appear to be kept well up to the mark. The natives here would be very glad for Lord Charles Berosford to take over the command of the Fleet. As other Admirals have a way of taking the Fleet to sea and keeping them away for too long, at a stretch, but Lord Charles does not seem to like to take command of the Mediterranean Fleet. A long needed Breakwater is in course of construction here by Messrs. Pearson and Sons. We sail at 10 p.m. to-day for Gibraltar.

## JAPAN'S TRADE WITH CHINA.

A Consular report, just published, on the trade of Canton for the year 1903, affords a striking illustration of the tightening hold of Japan upon the markets of the East. Canton is the recognised depot and centre of distribution for South China, and among the domestic articles imported there is an ever-growing demand for the products of Japanese manufacture. While 54,000 dozen British towels were used last year, those received from the Mikado's kingdom figured in the Customs returns as 115,000 dozens. Japanese cotton craps were also in much request, instead of Chinese cotton and flannel, and cotton cloth was imported from the same quarter to the extent of 126,000 yards last year, as against 63,000 yards in 1903. British and Swedish matches have been driven from the Chinese market by our Japanese competitor, and to-day no other makes can be purchased in Canton. An indication of Celestial progress is given by the fact that rubber shoes are now extensively imported, and the cigarette trade has developed enormously during the last two years. Russian kerosene oil has practically disappeared from the field, and its place has been taken by products from Sumatra and America. In short, the report from Canton gives point to the contention that Japan to-day is fighting desperately for commercial supremacy throughout the empire of China. —*P. M. G.*

Since the proposed revised regulations for registration of trade marks have been sent in by the foreign Ministers concerned, the Waiwup handed the same to the Board of Commercial Affairs to further revise the regulations. The revision made by the Powers are not much different from the original and the matter will soon be settled. —*The Universal Gazette*.

## DERELICT MINES.

Writing to the N. C. D. News, a correspondent signing himself "Coaster," says:—"Sir, A paragraph recently appeared in the local Press to the effect that the Commanding Officer of H.M.S. *Hogue* says that it is probable that what are taken for mines are in many cases only floating casks, logs of wood, etc. Some time ago a picture appeared in *Punch* entitled "The Point of View," it represented a group of children who had been taken to a picture gallery to view a celebrated painting showing the early Christians being thrown to the lions; and how they were telling their mother all about it. After listening to her sister's impressions of the sufferings of the Christians and the ferocity of the wild beasts, one little girl rather surprised the company by remarking: "Oh yes, mamma; and there was a poor lion in the corner that didn't have a Christian at all!"

Everything (even drifting mines) depends upon the point of view; to the Naval Officer whose ship is snugly moored in Weihaiwei harbour, or swinging round the buoy off the Bund at Shanghai, the question of mines is likely to appear in a totally different light than it does to the master and mines of the coasting vessels who are engaged on the Shanghai-Tientsin or Newchwang trade. Day after day reports appear in the papers of mines sighted in Lat. and Long. so-and-so, yet nobody seems to strike them; consequently it is inferred that the supposed mines only exist in the imagination of those who report them.

Let us look at the matter from the point of view of the coasting shipmaster, who is engaged in the northern trade, and has to pass through the dangerous zone twice in about every nine or ten days; his ship is ambling along the usual ten knots, bound north anywhere between Shanghai and Howki on a fine day; suddenly there is a yell forward, the steering engine rattles over, and the captain reaches the bridge just in time to catch a glimpse of a small, circular shaped object alongside just awash, and with a few spikes projecting from the top; it did not resemble a barrel in any way, and most certainly was not a log of wood, and the captain decides that he has just missed touching a mine and thanks his lucky stars accordingly; that night, if the weather remains fine, he anchors his ship, or pays out cable if the water is deep and the windless nor all it might be. On the passage south the weather has changed; there is a nasty sea running with dirty weather generally; anchoring at night for it is too dark to run on, and trust in Providence, and it is needless to remark that on a night of that kind, there is precious little comfort to be derived from the knowledge that what are taken for mines are in many cases only floating casks, etc., and if during the night the firemen happen to drop an ash-bucket down the stock-hold with a little more noise than usual, it does not soothe the nerves of the officer on watch by any means. Not long ago the writer happened to be off Sloping Point one morning whilst on the passage from Taku to Chefoo; suddenly a column of smoke shot up from the water, apparently about four miles ahead, followed a few seconds later by a loud report; the ship was kept away in the direction of the smoke cloud, but nothing was seen to show any cause for the explosion; subsequently it was learned that two fishing boats with their crews had disappeared in the vicinity on that date; possibly they may also have been imbued with the idea that what are taken for mines are in many cases only floating casks, logs of wood, etc. Everybody who has seen a drifting mine, and very few mercantile marine officers on the northern run have not, knows that there is no possibility of mistaking it for a log of wood, for the simple reason that mines and logs no more resemble each other than H.M.S. *Hogue* resembles a Ningpo junk; this also applies more or less to floating casks.

## CANTON NOTES.

(From Our Correspondent.)

Canton, May, 27th, 1905.

## THE VICEROY.

The Viceroy has been granted one month's holidays. I understand he applied to be relieved from office on the plea of ill-health. The reply was that the Two Kwang require the services of the Viceroy and he cannot be spared from the service at present. But a month is given him to rest. I also understand that the Viceroy wished to spend his time in travelling, thus making use of his sick leave to see something of other lands.

## SIGNS OF PROGRESS.

In several directions the Chinese are moving. One movement is in the case of the *Insane*. The Chinese have always looked with favour upon the Refuge for the Insane established by Dr. Kerr. Lately an arrangement has been made with those in charge of the refuge by which the officials will send the insane from the city to the refuge and pay for their care. Another move is in the direction of a school for the blind. Dr. Niles has carried on the work for the blind for several years. The officials have been inquiring into the work of this school and have decided to begin a school in the city and it is not unlikely that Dr. Niles may be asked to superintend this new school.

## LECTURES TO STUDENTS.

The seventh lecture to students was delivered to-day by Rev. Thos. W. Pearce of Hongkong. The lecture was in the Presbyterian Church at St. Pauli Lau and was well attended; not fewer than five hundred boys and men were present. The subject of the lecture was "Some Fundamental Principles of Good Government." The lecture was a most interesting one and was listened to with deep attention. Mr. Pearce was followed by Mr. Cheung-Sung Wan, a young man who is taking an active part in establishing schools and colleges in Canton and in the inland cities. His subject was "A Public School System for China." He took Japan as his model, but made his points well.

WRITING on the banking and the custom of settling up all accounts (sometimes by a mere shifting from one set of shoulders to another) Mr. George E. Anderson, U.S. Consul at Hangchow, says the real trouble is that there is not enough money in China to properly transact the business of the Empire, and what money there is does not go so far as it ought to, go because of the inadequate means of communication and the exorbitant rates of exchange. Banking business in China is hazardous at best, and when the pressure of a custom like that surrounding the New Year comes it takes a skillful management to take a concern going and at the same time make money. The business of China generally is subjected at all times to drains and tolls to discounts and exchange charges on the part of banks, which would not be tolerated in other countries; and this trouble as well as the financial distress which surrounds the Chinese New Year, will not be done away with until the Empire has a monetary system which will make ruinous discounts between varieties of money impossible, and which will allow the augmentation of the actual metallic monetary volume in the nation with paper currency of a sort now impossible.



# QUESTION OF PARTNERSHIP BEFORE THE COURT.

His Lordship the Chief Justice, Mr. F. T. Pigott, sitting in the Supreme Court this morning, heard an action brought by Messrs. John D. Hutchison & Co., merchants of Queen's Road Central, against O Yik Tong to recover the sum of \$5,696.87, being the value of goods supplied.

Mr. H. E. Pollock, K.C., (instructed by Mr. R. Harding, of Messrs. Ewins and Harrison) appeared for the plaintiff firm, and Mr. E. H. Sharp, K.C. (instructed by Mr. C. F. Dixon, of Mr. J. Hastings' office), represented the defendant.

Mr. H. E. Pollock explained that the claim was brought by Messrs. John D. Hutchison & Co., merchants of this Colony, for a sum of between \$5,000 and \$6,000 for price of goods sold and delivered. The actual amount mentioned in the claim is \$5,696.87, and the ground upon which the plaintiffs sought to make the defendant liable was that he was a partner in the Hong On firm. The defendants had formally declined to admit the supply of the goods by the plaintiffs to the Hong On firm, but Counsel thought the substantial question they were in Court to decide was whether or not the defendant was a partner in the firm.

## THE ALLEGED EMBEZZLEMENT BY A GOVERNMENT CLERK.

Before Mr. F. A. Hazleland this afternoon the case was resumed in which Tang Fuk, Coroner's clerk and third clerk at the Magistracy, was charged with the embezzlement of \$50, the property of the Government.

Mr. G. E. Morell, of Messrs. Dennys and Bowley's office, prosecuted, and Mr. H. W. Looker, of Messrs. Peacock, Looker and Deacon, defended, and Mr. J. H. Hanson, Chief Inspector of Detectives, watched the case on behalf of the Police.

Thomas Hamner, chief clerk at the Magistracy, continuing his evidence, said he did not think it proper for the shroff to advance money to any member of the staff; neither did he think it proper for any member to use bad language to subordinates. He had had trouble with the defendant since he came to this office, but he did not call it "friction." When he wanted him to do things defendant had said to witness that it was not his duty, but that of the cooies. He could not remember exactly what it was he wanted defendant to do, but could not swear it was not in connection with child, or with witness's private child. Witness believed defendant to be guilty of the present charge. He first formed that opinion when he found the money was not in his drawer. Defendant did not say to witness that the money was in the drawer. He thought he put the question, but if Mr. Phillips said he put it witness would consider that he himself was mistaken. Witness told defendant to open his drawer; he did not remember Mr. Phillips asking for the keys. Witness was quite sure if he had related everything that occurred in first conversation on the matter with the defendant, and he had repeated all that took place at the second conversation. Pressed by Mr. Looker, witness said he knew of no fact in defendant's favour which was brought to his notice, and which would suffice to acquit him. On the afternoon of the 17th the shroff told witness that he "remembered that the defendant had paid him \$50 some time previous," or words to that effect. Witness then said it was nothing to do with him and that defendant could do what he liked or thought proper in the matter. Witness had not mentioned that fact before in connection with the case because he had not been asked about it. He did not suppose he was there to suppress facts favourable to the defendant, and to give evidence only in favour of the prosecution.

Mr. Looker: Then answer my question, and not fence with me, but tell the truth as you know it, Mr. Hamner.

Witness said that Mr. Morell asked it, but he asked him nothing about it. Witness did not think that the fact of the shroff's speech would necessarily be important evidence in the defendant's favour, but it might be.

The case was subsequently adjourned.

At the witness stand not put in an appearance, Mr. Morell asked for a short adjournment, and this was granted until 11.15 a.m.

On resuming, Mr. C. D. Melbourne, re-examined by Mr. Morell, said that on the morning of the 5th of April he checked the cash books in the presence of the defendant. He held the cash book, and defendant read out the details of the cases, and mentioned whether the defendants in those cases paid the fines or went to gaol. All the entries tallied with what he read. Witness had been

Chief Clerk at the Magistracy since April, 1900. The system of auditing the accounts for the former local auditor to go through all the depositions, first two, consecutive months, and then for the next two or three months he would make a test audit, without seeing all the depositions, selecting, perhaps, only two or three cases out of every twenty. Under that system perhaps it would have been possible for money to have been received and not entered in the cashbook, and the fact to have escaped detection. On the 4th April the total of fines received as entered by the shroff was \$192.85. The \$50 in question was not included in that amount.

Cross-examined by Mr. Looker: The shroff made up his cash-book every evening, when the Magistrates rise, and when he had finished his duties for the day were concluded, and he was at liberty to go. The next morning the chief clerk and third clerk go through the cases and the big cash-book to see whether the entries of the amount of fines received by the shroff are correct. That is done with the object of checking the shroff's receipts, and if a prisoner has gone to gaol, it is the duty of the third clerk to read out that fact. If a fine is received after the shroff has made up his accounts and gone for the day, it has been the practice to enter it as received on the following day. Witness here explained that it would be entered in the cash-book on the following day, but a note would be made as to having been received on the previous day. In these cases when checking the accounts, when no fine is entered the third clerk reads out that the prisoner has gone to gaol, but as a rule he would also say if the fine was afterwards paid. This was not always done. The entries being made on the following day are to avoid the previous day's account being kept open. On the occasion in question the defendant read out "prisoner gone to gaol," but witness did not remember whether he afterwards said the prisoner paid the fine later. At the time of checking the accounts, witness said, he himself must have known that the \$50 had been paid afterwards. If a prisoner pays his fine a receipt is taken out of one of the books, and the shroff would show it. The third clerk has frequently received payment of fines after the shroff has gone, and in those cases it is his duty to hand it to the shroff as soon as possible, or to the chief clerk, if present. If there is nobody else present, he is at liberty to keep it in his drawer and hand it over to the shroff the next morning. The defendant joined as clerk at the Magistracy, as third clerk, in May 1904, but there was no entry to show when he first joined. Witness thought it was in 1900. It has frequently happened that defendant's work has kept him in office later than anyone else. Since he had been third clerk there had been many occasions on which defendant had received money and paid it in to the shroff the following morning, but he could not say how many times. Since defendant joined the Magistracy staff witness could say his character and conduct were good. He found him perfectly honest and hard-working.

Re-examined by Mr. Morell, witness said that a receipt book, and that being initiated by defendant would tell witness that the \$50 had been paid. Defendant's name is on that book, and witness must have noticed it. Witness always used to see the shroff's books every day. There are two books, one for entering the payment of fines in full, and one for proportionate payment, after prisoners had served a portion of the sentence. Witness could not remember having reprimanded defendant at any particular time, but he must have spoken to him sharply at times, though he did not remember his having done anything seriously wrong, but it would be impossible for things to have gone on smoothly all the time.

Li Lai Cheong, fifth clerk at the Magistracy, said he kept a record book of cases, and made his entries daily, in the forenoon, of the cases decided the previous day. The entry of the case in which the \$50 was paid was made on the forenoon of the 5th of April. It is entered as "\$50 paid." Witness corrected himself and said he did not think he entered it as "paid."

Mr. Looker said he failed to find the entry. Witness said it was entered under the column, "net fine payable to treasurer," as "\$50." If the fine had been paid afterwards witness enters it under the warrant number. When he made the entry referring to the \$50 case, he found the fine had been paid. He got his information from the endorsement on the case.

That was the case for the prosecution. Mr. Looker said he submitted that there was no case to go before a jury, as the prosecution had not proved anything.

The case was adjourned until to-morrow, at 10 a.m.

Mr. Looker said: In this case the charge was originally embezzlement, but was now changed to larceny, and proceeded to review the evidence for the prosecution, and pointed out a vital omission in Mr. Phillips' evidence when he neglected to state that at one of the interviews the defendant said "I must have paid the money to the shroff." If the defendant did pay the money to the shroff at once he discharged his duty, and there was no case against him. As regards the shroff it appeared that neither Mr. Hamner nor Mr. Phillips properly examined the shroff nor did they make any mention of the shroff's statement that he remembered one day the defendant's paying him \$50, and said that the action of the defendant in signing the receipt and the endorsement on the case showed he had no intention to commit a fraud.

Chun Sham, late shroff at the magistracy, said he was appointed to the position of shroff in June or July last year. The defendant had since deposited sums of money with him, and witness was quite sure that he had deposited more than on one occasion. The largest sum he deposited at once was \$500, the smallest being \$50. He deposited this money for safe keeping. He drew the sums out in one big lump, not in instalments. Witness used some times to keep the money for some time until defendant asked for them. Defendant had paid him money received by him for fines. The counterfoil of a fine-receipt, shown, was for money which defendant received and paid to witness—the amount is \$25. Defendant used to pay the fine-money the next morning.

Another counterfoil, shown, was also in regard to money received by defendant and paid to witness—that was for \$47.30. Another for \$505 related to a similar transaction. On the 5th of April last, witness did not receive any money from the defendant; nor on the 4th. Witness remembered Mr. Phillips making inquiries about a payment of \$50 entered in the fine-receipt book and not accounted for. That was on the 17th of May. At that time witness had some of defendant's money in his possession. The amount was \$50. Witness had had that sum in his possession between one and two months. The defendant paid it to him one morning, between 10 and 11 a.m. He threw \$50 down on witness's desk, saying "I give this to you for expense."

He said in English, and added something that sounded like the word "Shaukwan." He said something else, but witness did not catch it. He was busy receiving fines. There were many people paying fines, and some of the fines were very heavy. When fine-money was paid by defendant, the latter usually said "for expense" and sometimes "cumsa," using the same expressions when depositing his own money with witness. Sometimes when paying

fine-money defendant would say something to indicate the case to which it related. In the present instance witness thought the \$50 was deposit money. He did not know what "Shaukwan" meant or referred to. When he received the \$50 he counted it and put it in the third drawer. He could not remember the exact date. He could not say for certain that it was not paid on the 4th of April. When first questioned by Mr. Phillips, witness did not remember that he had the \$50 of the defendant's in his chest. He remembered it afterwards, on the 17th day of May; he was looking up the receipt books and remembered the money was there. He was told to lock them up, by Mr. Hamner, after the defendant had been arrested. It was not usual to lock them up, witness had never done so himself before. He placed them in the third drawer, and then saw the \$50 as soon as he opened the drawer. He at once went to Mr. Hamner and the chief clerk, and told him about it, and Mr. Hamner and the chief clerk took any notice of it. Mr. Hamner and Mr. Phillips had an interview on the 17th May with the defendant in witness's presence. There were two interviews, the second being between 11 a.m. and 12 noon. At the second interview witness was asked if defendant had paid him \$50. All the parties mentioned were present. Defendant asked him the question in English. He said "I have handed that \$50 to you, shroff." That was said in the presence of Mr. Phillips and Mr. Hamner, and they could hear it, they were both close to defendant. Witness said "When?" At that time defendant made no reply. Witness shook his head in denial of the receipt of the money. At the first interview defendant told Mr. Phillips that he had paid the \$50 to witness. He also heard defendant say something about getting their money from his house. That was at the second interview, after he had said he paid the money to witness. Witness remembered what defendant then said. He said to Mr. Phillips in English, "Don't blame it so hard on me, it is not my fault." Mr. Phillips replied, "It is entirely your fault." Then defendant said "May I fetch another \$50 from home?" At the first interview Mr. Phillips saw the shroff alone, and the defendant was called in later. Mr. Phillips said "Tung Fuk, did you receive it?" Defendant said "I did," and was asked what he did with it. He replied "I keep it in my private drawer." Defendant did not tell Mr. Phillips that he forgot to pay it to witness, who was the first to see the entry of the case on the 16th of May. In March defendant drew from witness all the private money he had in deposit with him, about \$500. That was at the end of March. From that time until the 17th of May defendant had no money with witness. The only money he deposited all that time was the \$50, and he did not draw any of that. Witness was able to say positively that defendant deposited the \$50 with him after he had drawn the whole of the \$500 at the end of March.

Cross-examined by Mr. Morell, witness said he was not a friend of defendant, but he was not a foe either, because he is the shroff and everybody asks him to do so. Witness had not lately had words with either with his father or uncle. They had not spoken to him about his companions. Formerly he used to go about with defendant out of office hours, and sometimes went with him now, but they were not friendly, though well acquainted with him outside business. Sometimes defendant would deposit money several times a month and sometimes only once a month. He did not make a deposit every month. Since witness had received shroff defendant had several times received fines, and he could swear to more than three occasions. It was not the duty of defendant when receiving fines to enter them in some body else's cash book. He never entered them in witness's book. The entry on the endorsement is the handwriting of witness. The defendant would know of the entry had been made in witness's cash book. The endorsement made on the 5th of April was in defendant's hand writing. At the time that entry was made defendant could not know if any entry had been made in the shroff's book. When witness wrote in the rough book "entered" he meant that it was entered in the cash book. Witness remembered that the \$50 was paid after the end of March because when defendant's salary was paid he took away all his money, and there was none in deposit when he gave him the \$50. He did not reserve the third drawer for defendant's money. Witness remembered defendant's having said something about "Shaukwan," as soon as he saw the \$50; that was on the afternoon of the 17th May. Since these proceedings started he had had no interview with the defendant on the subject, and had not spoken one word to him about it. Witness mentioned to Li Lai Chan, since defendant's arrest, that the defendant had said "Shaukwan." On former occasions when defendant had brought witness he has received in payment of fines he did not bring the counterfoil receipt and point out to him; he simply handed in the money saying "for expense" or "cumsa." Sometimes he would mention what case the money was paid for, and sometimes he would hand him the money on the occasion in question. Defendant did not hand him the case. If he had told him about the case witness could have looked back to see if the receipt was correct. Witness remembered having an interview on the 23rd May with Mr. Hamner and Mr. Morell. Witness did not mention at that interview anything about the use of the word "Shaukwan." Witness then only stated that defendant said "cumsa" or "for expense." He thought "cumsa" and "for expense" meant the same thing. He was not asked defendant's exact words when he handed witness the money.

CLERK COMMITTED FOR TRIAL.

A carpenter at Shaikwan said his master was recently fined and sent to gaol, but was released after 5 p.m. the same day as the fine was paid. Witness said the \$50, to defendant, who at first refused to receive the money, saying "It is after office hours; do you not know the rule of the Court?" Witness begged him to receive it and defendant accepted the notes, placed them in the drawer, and locked them up. His master was then released from gaol.

Defendant's aunt spoke regarding property which accused had left him and which comprised about \$5,000 cash, and shares in various shops. The income derived was a little over \$1,000 a year.

Chief Inspector Baker said that defendant joined the police force as sergeant interpreter in 1901, and had borne a good character.

Mr. Hamner, recalled, stated that defendant's salary was \$500 per month.

The case for the defence and that on behalf of the prosecution having been put to his Worship, Mr. Hazleland committed the accused for trial and allowed him bail in the sum of \$500.

## "TRAVANCORE" ASHORE. LIVING ON THE ROCKS AT FOKAI POINT.

During the heavy thunderstorm which took place yesterday morning, the sailing ship *Travancore*, which only left Hongkong two days ago, went ashore at Fokai Point, Harlem Bay, about forty miles from Hongkong. The reports that have been received on the subject are comparatively scanty in the matter of details, but it seems that shortly after leaving Hongkong the *Travancore* experienced a series of logs and heavy rains which obscured the vision, with the result that she ran stem up Fokai Point. The *Travancore*, which is commanded by Captain Chamberlain, arrived at Hongkong a month ago—on the 30th of April to be exact—with a cargo of patent fuel from Cardiff. She is a vessel of 2,127 tons, built in 1892, and she left Hongkong bound for Puget Sound, Port Angeles, in ballast. As will be remembered, the weather was very rough and stormy, and a good deal of fog has prevailed during the last two or three days. It would appear that the sea outside the harbour limits was of a tempestuous character and the shifting winds must have adversely affected the *Travancore*, which is described as a vessel of fine sea-going qualities. At any rate, it is obvious that if the vessel was only 40 miles away from Hongkong a day after leaving the port, she had not made much progress. At 8.30 o'clock yesterday morning she ran ashore at Fokai Point and now lies in that position, her bows high and dry. From the reports which have come to hand it would seem that no difficulty is anticipated in getting the vessel off, provided the weather remains as it is at present. Messrs. Gibbs, Livingston & Co. are the local agents and word of the accident was brought to them this morning. It was immediately decided to send

A TUG TO THE SCENE  
With the object of towing the vessel off the rocks, and the Hongkong and Whampoa Dock Company were approached with the result that arrangements were made to send the *Robert Cooke* to the assistance of the *Travancore*. The tug-boat left at 1 o'clock this afternoon and the sailing ship in tow in the course of tomorrow the agents are hopeful that the vessel has sustained comparatively little damage, and that belief is strengthened by the statements of those who came to Hongkong in order to obtain the necessary assistance. It is possible that experts may also be sent down to Fokai Point to learn the actual damage which the vessel has incurred, and to give advice regarding the safest method of re-floating the ship. Fokai Point, it may be mentioned, is a rocky headland jutting into the sea off the China coast. It is apparently of sufficient importance to be marked on the maps, and is well-known to coasting shipmasters.

## HONGKONG'S WEATHER. SOME INCIDENTS OF THE RAIN-STORM.

For several days Hongkong has been deluged with rain, which has fallen not in moderation, but in sheets. So far as can be learned, traffic has not been dislocated to any marked extent, but the inconvenience which all have experienced has been most acute. Most people talk loudly about a drizzle and a shower, and it has even been suggested that these are more annoying than a steady fall, but a little of the present state of matters goes a long way, and if residents had their way they would refuse to have rain for months to come. Of course, the optimist comes to the rescue and suggests how delightful it is to know that there will be no scarcity in the water supply. That is all very well in its own way, but it is not what one would exactly term beneficent to the individual who is caught in the storm. Naturally, almost as if it were a case of cause and effect, the car service broke down this morning. At some place a car had gone off the line and the result was that there was a complete cessation of the service during a long-continued and tremendous downpour. Then the rickshaws were used, and of course they proved short of the demand. The poor resident who has his habitation in Wanchai had a poor chance of getting to town unless he was content to get soaked to the skin. A correspondent writes to say that people were being conveyed to the headquarters offices near Fletcher Street, in boats. It would not be astonishing, but if it actually was a fact the rain there must have been something phenomenal. The chairs from the Hill district had a bad time. One unfortunate gentleman who was riding in a chair somewhere in the vicinity of Caine Road had a nasty experience. The front cooler was swept off his feet by the current of water and the occupant was flung into the raging torrent. If his language was rather torrid it is not to be wondered at. In any case he was very wet. A few incidents of a similar character are reported from various parts of the city, but they could not be authenticated, and might possibly be apocryphal. This much is certain, that the rain has produced the same of discomfort. It has led to sudden lowering of the temperature, and as such an expected visitor, or rather as a poor relation, it has to be "holed" as the Scotch say. No wonder that Mr. Alleyne Ireland speaks in a disgusted tone of the day to September season in Hongkong. "Every day is rusty," he says, "every feather drops, bedraggled beyond redemption; starch cannot stiffen nor hot iron smooth the luffable variety of male and female garments; curling irons avail nothing to female hair; the most cunningly devised pompous looks like a half-melted frozen pea; Marcel wave is beyond the wildest dreams of innocent maidenhood." We can only look forward to the days of sunshine, when no doubt a new grievance will be evolved by the average resident.

## NAVAL NOTES. U. S. SQUADRON.

Cavite, May 25.—Some days ago your correspondent was given the information, from a seemingly authentic source, that the battleship squadron would leave for Hongkong on the 24th inst. The only vessel to visit Hongkong some time to come. The stay of the battleship squadron at Cavite is indefinite. The Cavite naval yard has commenced the repairs on the *Ohio*, and she will not go to Hongkong to be fitted as a flagship as was expected.—*Cable News*.

M.S. *Ocean* and *Centurion* are under orders to proceed home without waiting to be relieved on this station, although the reliefs are on their way out. No dates have been fixed for the departure of the two warships.

The six new destroyers on their way out are an improved type of destroyers, known as the scout class. They can steam 25 knots and have a larger coal capacity than the destroyers

we already have here. All ships of the fleet at Hongkong are under orders to proceed north at a moment's notice. M.S. *Andromeda* will probably remain until the middle of June as her defects will not be made good until then. The *Suffey* and *Vengeance* are expected here to-day.

THE VICE-ADMIRAL.  
It is understood in well-informed quarters that Vice-Admiral Sir Gerard H. U. Noel may possibly receive his promotion, which is not the least September next, in the very near future. A certain resignation is expected at home, and when this takes place the gallant commander of the China Squadron will be promoted to the rank of Admiral. News is daily awaited in the fleet.

The first-class battleship *Goliath*, whose first commission was spent on the China Station from March, 1903, to September, 1903, and is now in the Reserve at Chatham, has been selected to relieve the *Ocean*, Captain T. V. Greet, renowned for her gunnery, on the China Station. The *Ocean* is a sister ship of the *Goliath* and both are armed with the 12-inch wire guns which have come in for such severe criticism lately. The *Goliath* will be commissioned by Captain H. P. Williams with a crew of 750 of all ranks. The *Goliath* is an 18-knot ship, and an economical one, as on her last run out to China she did the 6,453 knots to Colombo at 12 knots on 2,107 tons of coal. The *Centurion*, sister ship of the *Goliath*, in which she will relieve the *Centurion*, Captain F. F. Fegen, M.V.O., A.D.C., the *Centurion* was commissioned at Chatham in November, 1903, for her present commission, but all her commissioned service has been spent in the Far East, since the spring of 1894, when she was sent out to relieve the *Imperieuse*, flagship of Vice-Admiral Sir E. N. Fremantle, Commander-in-Chief. She has a fine reputation for gunnery, and it may be remembered that her crew participated in the suppression of the Boxer rising.

The *Centurion* is a large battleship, her displacement being 12,930 tons, against the 10,500 tons of the *Centurion*. Both are of the same speed, but the latter has the advantage of having the heavier big guns. The barbettes of the *Centurion* are 12 in., while those of the *Centurion* are 10 in., and have accuracies which have been made from time to time concerning their accuracy or rather that of their sights. She also carries a couple more 6 in. guns and the smaller quickfiring guns are more numerous. The *Centurion* was completed for sea in 1897, and two years later was commissioned for service on the Mediterranean Station. She will be commissioned with a crew of 750 officers and men, or 130 more than the *Centurion*.

## SHIPPING YETSAM. THE RIVAL FLEETS.

Captain Bourdon, of the s.s. *Ernest Simons*, which arrived here from Yokohama via Shanghai last night, reports that when leaving Woosung on the 26th inst., there were four Russian colliers and three cruisers there.

Captain D. Lenz, of the s.s. *Prins Sigismund*, arrived this morning from Moji, which port he left on the 24th inst., and reports that at 6 a.m. on the 26th inst., he passed a Russian cruiser of the Volunteer fleet, a black steamer with three masts and two funnels, in lat. 20.38 N., and long. 124.21 E. The *Prins Sigismund* passed quite close to her, but was not stopped.

Captain Knagg, of the s.s. *Gibraltar*, which arrived in port last night from Moji, with 5,000 tons of coal for Hongkong, reports that on the evening of the 23rd inst., when about 50 miles S.W. of the Goio Islands he was stopped by the Japanese cruiser *Manchu*, and an officer boarded her and examined his papers. These were found satisfactory and the *Gibraltar* was allowed to proceed without any further delay.

Captain Jobory, of the s.s. *Saneyama*, from Yokohama via Shanghai, which latter port she left on the 26th inst., arriving here this morning, reports that when leaving Woosung there were five Russian transports there.

Captain Gregory, of the s.s. *Calcutta*, which arrived last night from Marseilles via Saigon, which she left on the 27th inst., reports that there were still a large number of transports in Saigon River.

A Norwegian steamer of 1,167 tons with a speed of 12 knots has been sold to the Osaka Shosen Kaisha. The delivery of the steamer will take place at Osaka early next month.

The Norwegian steamer *Proper* which has been sold to Mr. S. Sawayama of Nagasaki, is now under repairs at the Mitsui Bishi Engine Works. With this vessel Mr. Sawayama will engage in the transportation of coal from Karatsu to Shanghai.

Captain Bainbridge, of the s.s. *Thyra*, which arrived at 8 a.m. to-day from Saigon, which port she left on the 26th inst., with 4,500 tons of rice for this port, reports that when leaving Saigon there were about 40 transports in Saigon River, mostly loaded. On the same day the s.s. *Tai San* counted 57 vessels including colliers and others in the river below Saigon, besides two at Cape St. James.

The O.S.K. shallow draught steamer *Dakmaru*, now being constructed at Nagasaki, will be launched from the Tateyama Yard in the course of this month, while another steamer for the company, the *Dafuku-maru*, which is now being transformed at Shanghai, which is expected to be ready for sea in June next. The *Dakmaru* is intended for the Ichang-Hankow service, and the *Dafuku-maru* for the Hankow-Shanghai line.—*Nagasaki Press*.

Many steamers are engaged in dragging for mines off Port Arthur. The steamer *Hokuto Maru*, stranded on the Tashima, was refloated on the 17th ult., and was to be towed to Nagasaki. The Volunteer Fleet steamer *Kawan*, which was used as a hospital ship at Port Arthur, has been taken by the Japanese there. The Chinese cruiser *Fengling*, which returned to Chefoo on the 21st ult., reported the destruction of no less than eleven derelict mines.

THE COLLISION AT SHANGHAI.  
A somewhat serious collision occurred in the river in the early hours of yesterday morning, says the *N. C. D. News* of 27th ult. The China Mutual ship *Pinguey* arrived outside the Woosung Spit buoy on Thursday afternoon and anchored there for the night, proceeding up the river early next morning. About the same time the Austrian Lloyd's ship *Maria Valeria*, outward bound for Trieste, was going down river on the last of theebb about a quarter to five in the morning, opposite Pleasant Point—a portion of the river which is always difficult to navigate—the two vessels came into collision; the bows of the *Pinguey* cutting into the *Maria Valeria* amidships, on the port side. The *Pinguey* suffered little damage beyond denting and scraping, but the *Maria Valeria* was awfully

below the water line and at once began to take in water, in the second hold. She was with-out a life beached bow on at Pleasant Point and during the day Messrs. Farnham, Boyd & Co. sent down workmen temporarily to patch her up so that she may come up river to be docked. The rash in the vessel's side is about four feet in width and is now covered by a collision mat. The steamer was being lightened yesterday afternoon, her cargo being transferred into lighters. The *Pinguey* proceeded on her course up river and is now alongside the wharf.

The *N. C. D. News* of 29th ult. says:—On Saturday and yesterday the Dock Company's staff were busy at work upon the Austrian Lloyd's ship *Maria Valeria*, which was in collision with the China Mutual ship *Pinguey* on Friday morning and so badly damaged that she had to be beached at Pleasant Point. Early yesterday afternoon a cofferdam had been fixed over the hole on the port side and the No. 2 hold had been pumped dry, the vessel being then all ready to be towed up to Shanghai. The flood tide began to make about 5.30 p.m., and at 7.30, the steamer was towed off by two tugs, coming up to Shanghai under full steam. She was alongside the Cosmopolitan Dock at 9.30 p.m., ready to be docked this morning, and without having made a drop of water. The Dock Company are certainly to be congratulated upon their expedition and successful work.

DALLAS COMPANY RETURN  
FOR SHORT SEASON.  
By the home going French mail from the north the Dallas-Hammond Opera Company arrived in the Colony and are opening a short season at the Theatre Royal this evening when they stage the popular "Cingalee," which met with such appreciation in Hongkong a few months back. Mr. and Mrs. Dallas are now on their way to England and the casts of the play has of necessity been slightly altered, Miss Violet Frampton appearing as *Ninoya* and Mr. Percy Haydn as *Chambuddy Ram*. To-morrow night "The Orchid" will be given, and on Wednesday "The Dutchess of Danzig." Judging by criticisms of the performances recently given by them in the north the Company have been playing even better than they did when last in Hongkong. With regard to the performances at Tientsin the *P. and T. Times* says "There is a cordiality and good spirit permeating the troupe which infects all they do with a distinctive charm, and this can only be attributed to the tact and good management of the kindly Manager and the genial consideration of the Musical Conductor and Stage Manager. As one who saw the company in Shanghai, and knows something of the life behind the lights, I can testify that if the excellent bill of fare which they are giving us now had been served up as I saw it in the southern port, I fear they would have lost money."

Mr. Garton has come up here without a guarantee and has thereby demonstrated the truth of what has been repeatedly stated in our columns that a guarantee shows no guarantee. If I mistake not the company will not leave here with any harder luck than they may encounter from time to time at any of the ports more in the usual track. We are as a community not hard to please; we only demand the best, when it can possibly be obtained, and judging from the good houses of the past week there seems reason to believe that Mr. Garton will not hesitate to visit us again next year with some more up-to-date productions. But good voices, whatever the piece, good voices. The high kick is excellent, and quite the thing, but it is none the less acceptable when it accompanies a useful song."

"THE CINGALEE."

The return visit of the Dallas-Hammond Opera Company has been looked forward to by not an inconsiderable number of the play-going public of Hongkong, and when last evening the members staged the subject of much discussion in the High Court at London recently there was a good house to welcome them back to the Colony. "The Cingalee" caught on when first performed here, and now that the Dallas Company have settled down to the remodeling of the casts the play is decidedly well rendered. We have frequently alluded to the talents of these gifted ladies and gentlemen and when to this is added the pretty and enchanting music with which the play is spiced it is not difficult to see why "The Cingalee" is made a charming production at the hands of the Dallas Company. Miss Frampton, of course, takes the leading role and Monte Andre Kaya is entrusted with the part of the lover. Mr. Percy Haydn is very successful in the difficult character of Chambuddy Ram the hobo, while Mlle. Bel Luscombe, Miss Dolly Varden, and Miss Yella Nicoll are likewise delightfully suited to their parts which they fill with conspicuous ability. Miss Francis Cochrane is capital as the titled ancient, and Miss Jessie Williams, and Mr. Edgar McIntyre are also among the members of the cast, who are also certain to gain enthusiastic audiences from the audience. We are glad to learn that Mr. Jamie Dallas is recovering from his disposition, and will be able to appear as "Meakin" in "The Orchid" this evening. Given fine weather there is certain to be a full house during the stay of the company in Hongkong, and those of our readers not wishing to let a treat slip by should certainly call at the Robinson Place Co. and secure seats for the performances.

"THE ORCHID."

The catchy music, dainty dances and popular songs of the Great Gaiety production will always fill a theatre and it was not surprising to find a large audience turn out in the sultry weather of last evening to witness the performance of "The Orchid" by members of the Dallas-Hammond Opera Co. As we saw on the occasion of their former visit to Hongkong the piece is admirably staged, and nothing whatever is amiss since the management of the company has been placed in the hands of Mr. F. C. Garton. The old times seem refreshing, lively, the comic antics of Jamie Dallas, assuming love, and the songs of the talented vocalists are none of their charm by repetition. It would be invidious distinction to dilate upon the merits of each performer where everyone is so good and all deserving of equal praise. The company is balanced to a degree of nicety; they push the play along without allowing a single drag to mar the merit, and when at the close the curtain falls upon a rollicking chorus one can scarcely realise that three hours have elapsed away since the opening scene at the Countess of Barwick's Horticultural College.

Mr. Robert Brough, the well-known actor, manager, who was reported to be in a critical condition in Perth, Western Australia, as the result of a broken blood vessel, is now out of danger. With three or four weeks rest he is expected to make a full recovery, and to be able to resume work. All play-going admirers of the Far East of Mr. and Mrs. Brough and their excellent company will much regret to hear that this fine actor has been so seriously ill.



